DRAFT
ENVIRONMENTAL IMPACT REPORT

THE GLOBE
GENERAL PLAN AMENDMENT
City of Fremont, California

State Clearinghouse #2005042146

Prepared by Lamphier-Gregory
1944 Embarcadero
Oakland, CA 94606

October 2005

This **Environmental Impact Report** was prepared by **Lamphier-Gregory**, Oakland, California, and its affiliate consultants. The Consultants have devoted their best efforts to preparing a comprehensive information document that identifies and evaluates the possible environmental impacts of the proposed Project, and feasible measures which could be taken to mitigate adverse impacts.

This report is intended to be a full disclosure document and is provided solely to assist in the evaluation of the proposed Project. The Consultant shall not be liable for costs or damages of any client or third party caused by the use of this document for any other purposes, or for such costs or damages of any client caused by delay or termination of any project due to judicial or administrative action, whether or not such action is based on the form or content of this report or any portion thereof prepared by the Consultants.

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EXECUTIVE SUMMARY

This report, together with its appendices, constitutes the Draft Environmental Impact Report (EIR) on The Globe General Plan Amendment. The Lead Agency is the City of Fremont.

The Project Applicant is requesting City approval of a General Plan Amendment which would change the existing land use designations of the Project site from General Industrial with Commercial Overlay to High Volume Retail in order to develop approximately 295,000 square feet (gross leasable area) of regionally-oriented, internationally-themed retail and commercial uses.

The Project site (shown as "Site 1" in **Figure 2.3**) is approximately 20 acres in size. If developed under the proposed General Plan Amendment, the site would support retail shops and restaurants, a conference room, banquet hall, social hall, storage and office space. The commercial structures would be grouped in three internationally-themed "villages" (e.g., Chinese Village, Japanese/Korean Village, and European/International Village). A water feature and plaza would be located in the northern portion of the site.

Two alternatives to the Project are described and considered in this EIR:

- In this document, the "No Project" alternative represents a scenario in which the existing uses at the Project site are maintained under the current zoning ordinance and General Plan land use designations.

- The "Reduced Development Intensity" alternative would result in development similar in character to that proposed under the Project, but would reduce the total floor area to be developed by 25 percent, resulting in a development of approximately 221,250 square feet of regionally oriented, internationally-themed retail and commercial uses at the site.

For the purposes of environmental analysis, the "No Project" alternative would be regarded as the "environmentally superior" alternative. Under CEQA, when the "No Project" alternative has been identified as the "environmentally superior" alternative, it is necessary to identify another alternative which would represent the "environmentally superior" alternative in the absence of the "No Project" alternative. In the absence of the "No Project" alternative, the "Reduced Development Intensity" alternative would be considered the "environmentally superior" alternative.

A summary of the significant and potentially significant adverse environmental impacts which might be associated with the development of the Project site as proposed follows, along with the corresponding mitigation measures. One **significant and unavoidable** environmental impact has been identified:

IMPACT 3.1.2: New Traffic Generated by the Project Would Increase Regional Emissions. Project emissions would exceed these thresholds of significance for ozone precursors (ROG and NO_x) and PM_{10}, so the proposed Project would have a **significant adverse environmental impact** on regional air quality. This is also considered a **significant cumulative environmental impact**.

RECOMMENDED MITIGATION MEASURES

MITIGATION MEASURE 3.1.2: Reduce in Vehicle Trips. The following are feasible mitigation measures identified by the BAAQMD for commercial development:

- Provide transit facilities, e.g., bus bulbs/turnouts, benches, shelters, etc.
- Provide bicycle land and/or paths, connected to community-wide network.
- Provide sidewalks and/or paths, connected to adjacent land uses, transit stops, and/or community-wide network.
- Provide secure and conveniently located bicycle storage.
- Provide preferential parking for electric or alternatively-fueled vehicles.
- Implement feasible TDM measures including a ride-matching program, coordination with regional ridesharing organizations and provision of transit information.

RESULTING LEVEL OF SIGNIFICANCE

The above measures have the potential to reduce Project-related regional emissions by five to ten percent. This would not be sufficient to reduce Project emissions below the BAAQMD significance threshold of 80 pounds per day, so Project-related regional air quality impacts would remain singularly and cumulatively significant after mitigation. This represents a ***significant and unavoidable environmental impact*** associated with the Project as proposed.

SUMMARY OF SIGNIFICANT AND POTENTIALLY SIGNIFICANT IMPACTS WHICH MAY BE ASSOCIATED WITH THE GLOBE GENERAL PLAN AMENDMENT

Significant or Potentially Significant Impact	Mitigation Measures
IMPACT 3.1.1: Construction Activities Would Generate Fugitive Dust and Exhaust Emissions. The effects of construction activities would be increased dustfall and locally elevated levels of PM_{10} downwind of construction activity. Construction dust has the potential for creating a nuisance at nearby properties. This is considered a **potentially significant environmental impact**.	**MITIGATION MEASURE 3.1.1: Dust Control Measures.** The City shall require implementation of the following dust control measures by contractors during demolition of existing structures: • Watering should be used to control dust generation during demolition of structures and break-up of pavement. • Cover all trucks hauling demolition debris from the site. • Use dust-proof chutes to load debris into trucks whenever feasible. The City shall require implementation of the following dust control measures by construction contractors during all construction phases: • Water all active construction areas at least twice daily. • Watering or covering of stockpiles of debris, soil, sand or other materials that can be blown by the wind. • Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard. • Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites. • Sweep daily (preferably with water sweepers) all paved access road, parking areas and staging areas at construction sites. • Sweep streets daily (preferably with water sweepers) if visible soil material is carried onto adjacent public streets. • Hydroseed or apply non-toxic soil stabilizers to inactive construction areas. • Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.). • Limit traffic speeds on unpaved roads to 15 miles mph.

Significant or Potentially Significant Impact	Mitigation Measures
	• Install sandbags or other erosion control measures to prevent silt runoff to public roadways. • Replant vegetation in disturbed areas as quickly as possible. The above measures include all feasible measures for construction emissions identified by the Bay Area Air Quality Management District for large sites. According to the District threshold of significance for construction impacts, implementation of the measures would reduce construction impacts of the project to a *less-than-significant* level.

SUMMARY OF SIGNIFICANT AND POTENTIALLY SIGNIFICANT IMPACTS WHICH MAY BE ASSOCIATED WITH THE GLOBE GENERAL PLAN AMENDMENT

Significant or Potentially Significant Impact	Mitigation Measures
IMPACT 3.1.2: New Traffic Generated by the Project Would Increase Regional Emissions. Project emissions would exceed these thresholds of significance for ozone precursors (ROG and NO_x) and PM_{10}, so the proposed Project would have a **significant adverse environmental impact** on regional air quality. This is also considered a **significant cumulative environmental impact**.	**MITIGATION MEASURE 3.1.2: Reduce Vehicle Trips.** The following are feasible mitigation measures identified by the BAAQMD for commercial development: • Provide transit facilities, e.g., bus bulbs/turnouts, benches, shelters, etc. • Provide bicycle land and/or paths, connected to community-wide network. • Provide sidewalks and/or paths, connected to adjacent land uses, transit stops, and/or community-wide network. • Provide secure and conveniently located bicycle storage. • Provide preferential parking for electric or alternatively-fueled vehicles. • Implement feasible TDM measures including a ride-matching program, coordination with regional ridesharing organizations and provision of transit information. The above measures have the potential to reduce Project-related regional emissions by five to ten percent. This would not be sufficient to reduce Project emissions below the BAAQMD significance threshold of 80 pounds per day, so Project-related regional air quality impacts would remain singularly and cumulatively significant after mitigation. **This represents a *significant and unavoidable environmental impact* associated with the Project as proposed.**

SUMMARY OF SIGNIFICANT AND POTENTIALLY SIGNIFICANT IMPACTS WHICH MAY BE ASSOCIATED WITH THE GLOBE GENERAL PLAN AMENDMENT

Significant or Potentially Significant Impact	Mitigation Measures
IMPACT 3.2.1: Possible Exposure to Hazardous Materials Present at the Project Site. Hazardous substances have been identified in the soil and groundwater at the Project site. Exposure of people to these hazardous substances, either during construction activity or subsequent activity at the Project site, would represent a **potentially significant environmental impact**.	**MITIGATION MEASURE 3.2.1A: PCB Removal and Disposal.** Prior to the issuance of any building permits, the Project Applicant, in coordination with the City of Fremont Fire Department, shall develop and implement a Soil Mitigation Plan to remove and properly dispose of all soil with concentrations of PCBs in excess of established standards for human and environmental exposure. Prior to City of Fremont Fire Department approval of the Project Applicant's Soil Mitigation Plan, the Project Applicant shall request oversight for all PCB remediation efforts from DTSC or RWQCB, as appropriate under the terms of the MOA. **MITIGATION MEASURE 3.2.1B: Maintain Access to All Existing Groundwater Monitoring Wells.** Development of the Project site shall be carried out in such a way as to continue to permit full access to all existing groundwater monitoring wells at the Project site. All monitoring wells shall be maintained or destroyed/replaced according to provisions of the Well Ordinance. **MITIGATION MEASURE 3.2.1C: Ongoing Groundwater Monitoring/Reporting.** The Project Applicant shall ensure compliance with all existing groundwater monitoring and reporting requirements currently in force at the Project site until such time as the appropriate regulatory agencies have determined that the monitoring schedule can be adjusted or discontinued. Removal and proper disposal of all soils with concentrations of PCBs in excess of established standards prior to the start of construction activity, and continued compliance with established groundwater monitoring requirements at the Project site would reduce potential impacts associated with possible exposure to hazardous materials to a level of *less than significant*.

Significant or Potentially Significant Impact	Mitigation Measures
IMPACT 3.2.2: Possible Exposure to Hazardous Materials in the Event of an Off-Site Release. Hazardous substances are in use at several facilities in the vicinity of the Project site. In the event of an accidental release of such substances, persons at the Project site could be exposed to hazardous substances. This would represent **a potentially significant environmental impact**.	**MITIGATION MEASURE 3.2.2: Preparation and Implementation of an Emergency Action Plan.** As a condition of Project Approval, the Project Applicant shall be required to develop and implement an Emergency Action Plan to be activated at the Project site in the event of an accidental release of hazardous substances at any facility near the Project site. Such a plan may identify measures to be taken to enable those at the Project site to "shelter in place" as necessary, and shall be approved by the Fremont Fire Department prior to the issuance of any Certificate of Occupancy at the Project site. The effective implementation of an Emergency Action Plan approved by the Fremont Fire Department would reduce the potential impact associated with an off-site release of hazardous substances to a level of *less than significant*.
IMPACT 3.2.3: Potential for Demolition or Renovation of Existing Structures to Expose Workers to Lead-Based Paint and Asbestos-Containing Materials. This would represent a **potentially significant environmental impact**.	**MITIGATION MEASURE 3.2.3: Survey and Properly Handle Materials from Structures that May Contain Asbestos or Lead-Based Paint.** Prior to demolition or renovation of structures built before 1978, a survey for the presence of asbestos-containing materials (ACM) shall be conducted by Asbestos Hazard Emergency Response Act (AHERA)-certified personnel, trained according to state and federal regulations. Structures shall also be surveyed for the presence of lead-based paint. If the results of the survey detect the presence of lead-based paint, construction shall be performed in accordance with the Lead in Construction Standard (8 Cal. Code of regulations Section 5132.1). ACM will be removed in accordance with the requirements of Cal OSHA (8 Cal. Code of regulations 5129) and the Bay Area Air Quality Management District (BAAQMD). The proper handling of any ACM or lead-based paints found in structures at the Project site prior to demolition or renovation of these structures would reduce the potential impact associated with possible exposure to these hazardous substances to a level of *less than significant*.

SUMMARY OF SIGNIFICANT AND POTENTIALLY SIGNIFICANT IMPACTS WHICH MAY BE ASSOCIATED WITH THE GLOBE GENERAL PLAN AMENDMENT

Significant or Potentially Significant Impact	Mitigation Measures
IMPACT 3.3.1: LOS F Operations at Albrae Street/Stevenson Boulevard Intersection During the PM and Saturday Midday Peak Hours (Near Term). This would represent a **significant environmental impact.**	**MITIGATION MEASURE 3.3.1: Install Additional Northbound Left-Turn Lane and Additional Eastbound Right-Turn Lane.** An additional northbound left-turn lane would be needed. In the eastbound direction, the addition of one right turn lane would be needed. With these measures, the LOS at the Albrae Street/Stevenson Boulevard intersection would improve to LOS D during the PM and Saturday midday peak hours, reducing this impact to a level of *less than significant*.
IMPACT 3.3.2: LOS F Operations at Main Street/Stevenson Boulevard Intersection During Weekday PM Peak Hour (Near Term). This would represent a **significant environmental impact**.	**MITIGATION MEASURE 3.3.2A: Install Traffic Signal.** The intersection of Main Street/Stevenson Boulevard would need to be signalized. This would allow for 40 percent of the Project trips from the westbound left turn at Albrae Street/Stevenson Boulevard to be diverted to the westbound left turn at Main Street/Stevenson Boulevard. **MITIGATION MEASURE 3.3.2B: Install Signal Interconnect on Stevenson Boulevard.** Due to the close proximity of the new signal at Main Street/Stevenson Boulevard to adjacent traffic signals (approximately 400 feet), a new signal interconnect would be needed between the intersections of Farwell Drive-Omar Street/Stevenson Boulevard and Boyce Road/Stevenson Boulevard. The development of a coordinated signal timing plan should be implemented along Stevenson Boulevard to coordinate the signals adjacent to the Project frontage (Stevenson Boulevard from Boyce to Albrae). Upgraded. Traffic signal controllers and associated communications equipment would be needed at Stevenson/Albrae and Stevenson/Cedar. With these improvements, the Main Street/Stevenson Boulevard intersection would operate at LOS B during the weekday PM and Saturday midday peak hours, reducing this impact to a level of *less than significant*.

Significant or Potentially Significant Impact	Mitigation Measures
IMPACT 3.3.3: LOS F Operations for Left-Turn Access on Albrae Street at the Project Driveways. This would represent a **significant environmental impact**.	**MITIGATION MEASURE 3.3.3: Widen Albrae Street.** Albrae Street along the Project frontage would need to be widened to accommodate two northbound lanes, two southbound lanes, and a center left turn lane. This would be needed in order for left turn access to occur into and out of the proposed Project driveways. Widening Albrae Street would permit left-turn access to occur into and out of the proposed Project driveways, reducing this impact to a level of *less than significant*. Additional recommendations for Albrae Street intersection improvements are presented below in the discussion of site circulation and access.

1

INTRODUCTION

1.1 DRAFT ENVIRONMENTAL IMPACT REPORT

1.1.1 CONTEXT AND BACKGROUND

The California Environmental Quality Act of 1970, as amended (CEQA) requires Environmental Impact Reports (EIRs) to be prepared for all projects which may have a significant impact on the environment. An EIR is an information document, the purposes of which, according to CEQA Guidelines, are "...to identify the significant effects of a project on the environment, to identify alternatives to the project, and to indicate the manner in which such significant effects can be mitigated or avoided." The information contained in this EIR is intended to be objective and impartial, to enable the reader to arrive at an independent judgment regarding the probable character and significance of the impacts resulting from the development of the Project site as proposed under the requested General Plan Amendment.

The Project Applicant is requesting City approval of a General Plan Amendment which would change the existing land use designations of the Project site from General Industrial with Commercial Overlay to High Volume Retail in order to develop approximately 295,000 square feet (gross leasable area) of regionally-oriented, internationally-themed retail and commercial uses.

The Lead Agency for The Globe General Plan Amendment Project is the City of Fremont. The Project Applicant is Imperial Investment and Development.

1.2 ENVIRONMENTAL IMPACT REPORT REVIEW PROCESS

The EIR will enable decision-makers and interested citizens to evaluate the environmental issues associated with the development of the Project site as proposed. In accordance with California law, the EIR on the Project must be certified before the City of Fremont can adopt the proposed General Plan Amendment. During the review period for the Draft EIR, interested individuals, organizations and agencies may offer their comments on its evaluation of environmental impacts and alternatives. The comments received during this public review period will be compiled and presented together with responses to these comments in the Final EIR. The Draft EIR and the Final

EIR (Responses to Comments document) together will constitute the EIR on The Globe General Plan Amendment. The City of Fremont (Planning Commission and City Council) will review the EIR documents, and will determine whether or not the EIR provides a full and adequate appraisal of the Project and the alternatives evaluated.

A Notice of Preparation (NOP) was issued in April 2005, to solicit comments from public agencies and the public regarding the scope of the environmental evaluation for the proposed General Plan Amendment. The NOP and all written responses to the NOP are presented in **Appendix A**. These comments were taken into consideration during the preparation of the Draft EIR. Based on the discussion provided in the NOP and the subsequent responses, the central focus of the DRAFT EIR is on those categories of Project-related environmental impacts identified as potentially significant in the NOP: Air Quality, Hazards and Hazardous Materials and Transportation/Traffic.

In reviewing the Draft EIR, readers should focus on the sufficiency of the document in identifying and analyzing the possible impacts associated with the proposed development of the Project site may have on the environment, and on ways in which the significant impacts associated with the Project might be avoided or mitigated. As indicated in CEQA Guidelines, Section 15151:

> *"An Environmental Impact report should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among experts. The courts have looked not for perfection; but for adequacy, completeness, and a good faith effort at full disclosure."*

The Draft EIR will be circulated for a public review period of at least 45 days. During that period, public hearings will be held to obtain public comment on the adequacy and completeness of the Draft EIR. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate significant environmental impacts. Reviewers should explain the basis for their comments and, whenever possible, should submit data or references in support of their comments.

The Draft EIR will be available for review at the offices of the City of Fremont, Development and Environmental Services, 39550 Liberty Street, Fremont, California. Copies of the Draft EIR may be obtained through the City of Fremont at the address below.

Comments on the Draft EIR may be submitted in writing until 5:00 P.M. PST on the last day of the public review period (November 28, 2005) to:

Scott Ruhland, AICP
City of Fremont
PO Box 5006
Fremont, CA 94537-5006
Telephone: (510) 494-4453
sruhland@ci.fremont.ca.us

At the close of the public review period, all comments received will be compiled, and responses to these comments will be prepared and presented in a Final EIR. The Final EIR may also incorporate any necessary revisions to the Draft EIR made in response to comments received. The Planning Commission and City Council will each review the EIR (comprised of the Draft EIR and Final EIR), and independently consider whether or not to certify the EIR as adequate and complete.

After reviewing the Draft EIR and the Final EIR, and following action to certify the EIR as adequate and complete, the City Council will be in a position to determine whether the General Plan Amendment should be adopted as proposed, revised, or rejected. This determination will be based upon information presented on the Project, impacts and probable consequences, and the possible alternatives and mitigation measures available.

Where potentially significant and unavoidable environmental impacts have been identified in the EIR, each Lead Agency will be required to make a written statement of overriding considerations. In accordance with CEQA Guidelines, Section 15093 [a], a decision-making agency must balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable".

1.3 ORGANIZATION AND ANALYSIS APPROACH

The Draft EIR presents a description of the Project in **Chapter 2**. **Chapter 3** presents an environmental analysis of the Project, focusing on the following issues:

- Air Quality
- Hazards and Hazardous Materials
- Transportation/Traffic

Chapter 4 presents an evaluation of the environmental effects which may be associated with the two alternatives which were evaluated, the "No Project" Alternative, the "Reduced Development Intensity" alternative.

Chapter 5 presents an overview of the potentially significant environmental impacts which may be associated with the Project, including a discussion of those impacts which would be unavoidable/irreversible, growth-inducing impacts, cumulative impacts, environmental impacts identified as "less than significant" and environmental impact which would be expected to remain significant despite mitigation.

Chapter 6 lists the persons who prepared the Draft EIR, identifies those persons and organizations contacted during the preparation of the document, and lists the reference materials used.

The **Appendices** includes the Notice of Preparation and the responses received and air quality modeling information.

1.4 MITIGATION MONITORING PROGRAM

Under California law, public agencies are required to adopt a report or monitoring program for the changes to a project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment. A monitoring and reporting program must be established for the Project to ensure that mitigation measures are incorporated in their implementation to reduce or avoid anticipated significant environmental impacts. The mitigation monitoring program is to be adopted at the same time that the Lead Agency formally approves the proposed Project.

A mitigation monitoring program would include a description of the respective transportation plan, a list of the mitigation measures identified in the EIR, a program schedule for implementation of the mitigation measures, delegation of responsibilities and authority in the monitoring process, and procedures for monitoring the implementation of mitigation measures, enforcement, and handling of disputes, appeals and modifications.

This Draft EIR identifies measures which appear to be available for, and effective in, mitigating the significant environmental effects associated with the Project. The identified mitigation measures may be subject to change based on comments received on the Draft EIR during the review period, and on the determination made by the Lead Agency in reviewing the EIR. The City of Fremont will select the actual mitigation measures to be employed if the General Plan Amendment is adopted, and those measures would then be incorporated in a mitigation monitoring program, as applicable.

2

PROJECT DESCRIPTION

2.1 PROJECT APPLICANT

The Project Applicant is John Wynn, Imperial Investment and Development, 428 S. Main Street, Milpitas, California, 95035.

2.2 PROJECT OBJECTIVES

The City of Fremont has identified the following objectives for the proposed Project:

- The Project is intended to promote new retail and entertainment uses in a well-designed development, contributing to the City's sales tax base.
- The Project is intended to promote more effective utilization of the site through improvement and clean-up of existing structures and the development of new structures.
- The Project is intended to achieve the interests of the Alameda County Water District and other regulatory agencies in reducing risks of possible exposure to hazardous materials present at the site as a result of previous activities.
- The Project is intended to contribute to the mitigation of traffic congestion in the vicinity of the site.

2.3 LOCATION AND ENVIRONS OF THE PROJECT AREA

The Project site is located in Fremont, California, in southern Alameda County. The address of the Project site is 6000 Stevenson Boulevard, and it is located near the intersection with Albrae Street in the City's Industrial Planning Area (see **Figure 2-1**). Much of the Project site is currently developed with existing commercial buildings, vacant warehouse buildings and vacant commercial buildings (see **Figure 2.2**). The Project site is located in a developed urban area with existing uses on all sides. The City of Newark, New Park Mall and associated commercial uses are located to the north. Commercial uses, Interstate 880 and residential uses beyond are located to the east. Light industrial, office and research & development uses are located to the west and south of the Project site.

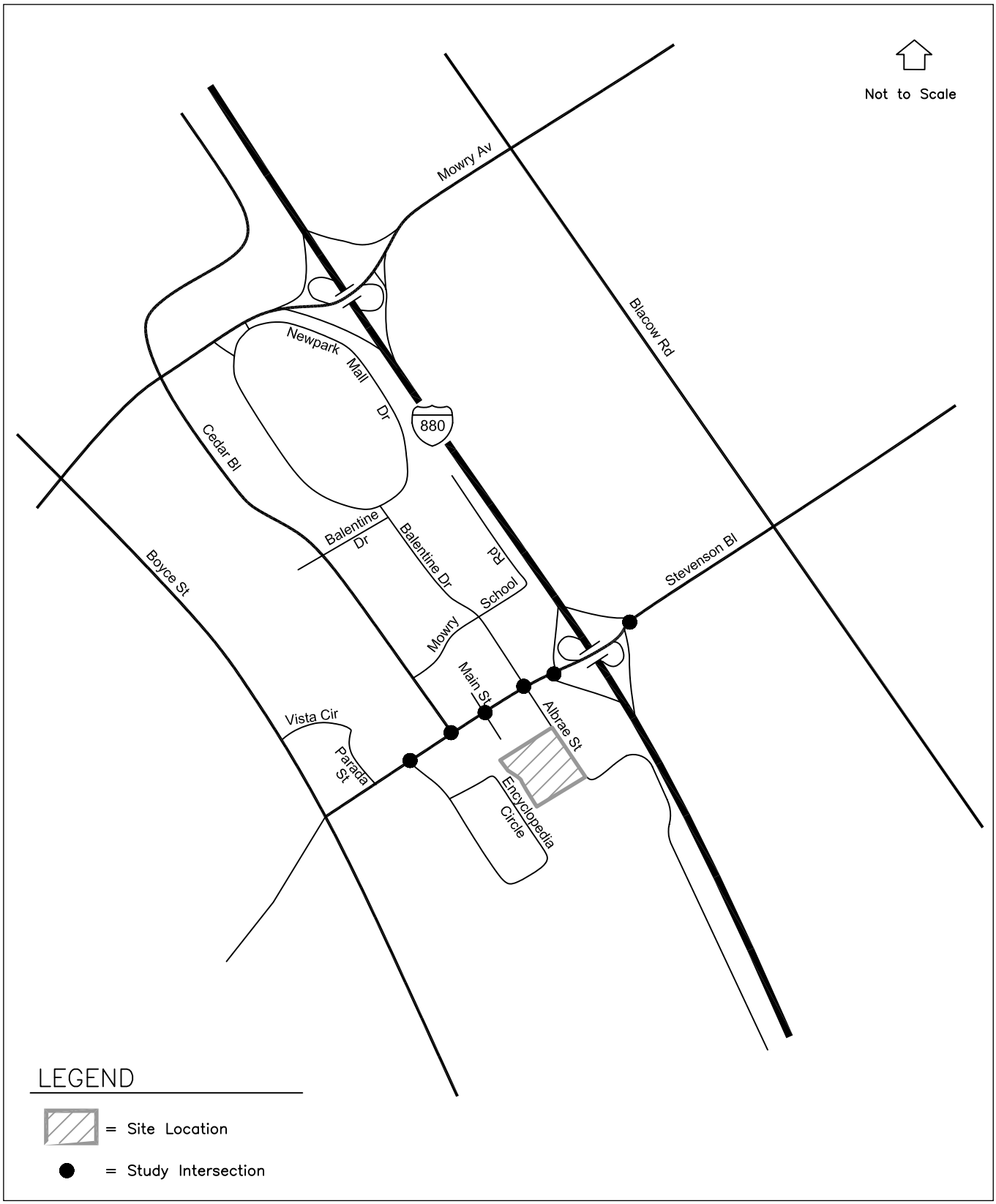


Figure 2.1
Project Location

Source: Hexagon Transportation Consultants

Figure 2.2
Aerial Photograph of Project Site

SOURCE: City of Fremont

The site is currently occupied by structures which were built by Pullman Trailmobile Company in 1963 for the construction of truck trailers and similar transportation equipment. In 1976 Pullman Trailmobile moved their operations to another location. Subsequent uses of the buildings and various portions of the Project site included auto auction yard, waste oil recycling, foam insulation manufacturing and general warehousing. Portions of some of the buildings are used as retail outlets for large-sized home furnishings. A large portion of the original trailer warehouse is currently vacant. The one-story buildings are generally 34 feet in height. Several acres of parking lots, loading areas and internal roads are used in association with these buildings.

2.4 DESCRIPTION OF THE PROJECT

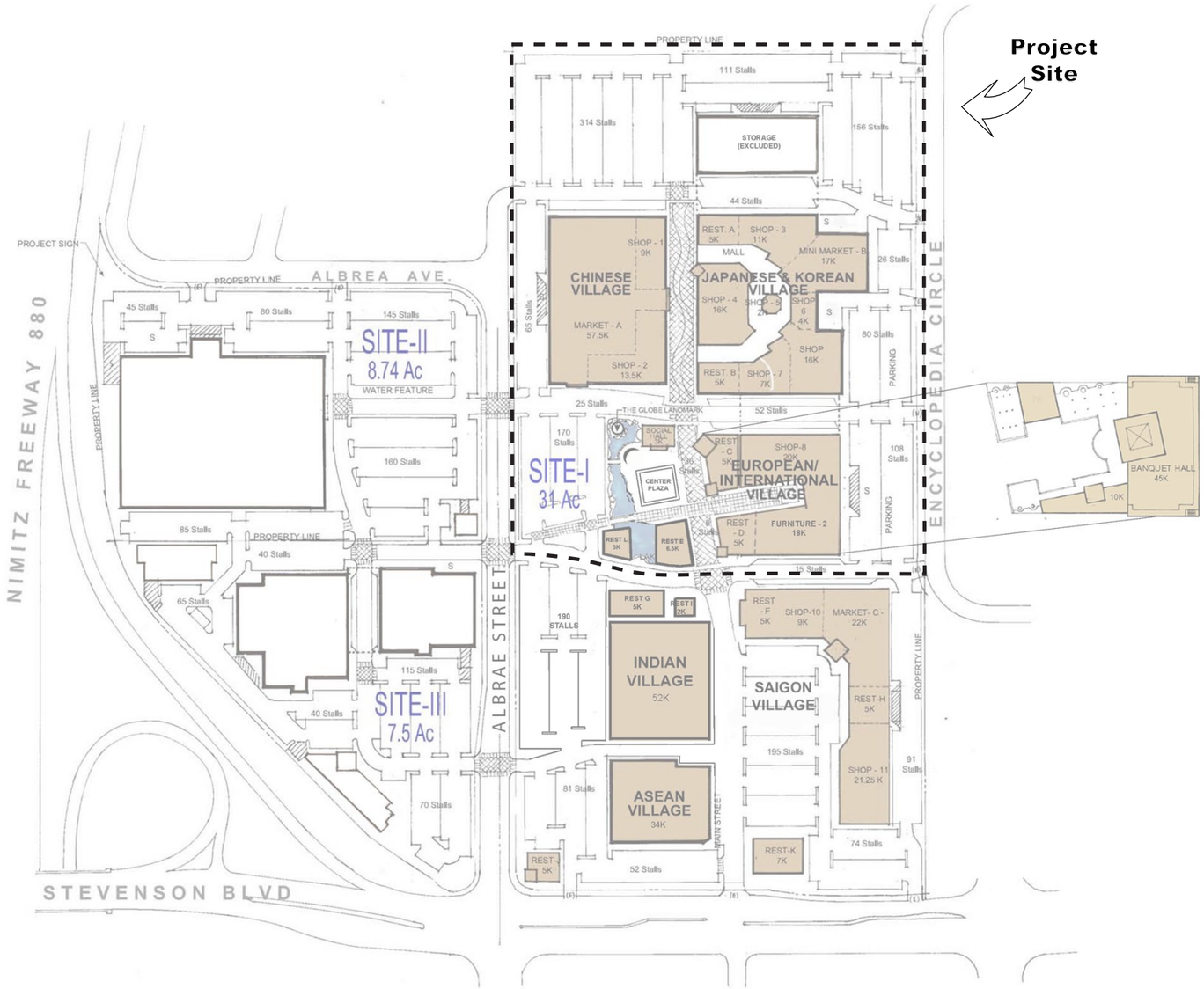
The Project Applicant is requesting City approval of a General Plan Amendment which would change the existing land use designations of the Project site from General Industrial with Commercial Overlay to High Volume Retail in order to develop approximately 295,000 square feet (gross leasable area) of regionally-oriented, internationally-themed retail and commercial uses (see **Figure 2.3**). The Project site is zoned Planned District (P-90-18).

The Project site (shown as a portion of "Site I" in **Figure 2.3**) is approximately 20 acres in size. If developed under the proposed General Plan Amendment, the site would support retail shops and restaurants, a conference room, banquet hall, social hall, storage and office space. The commercial structures would be grouped in three internationally-themed "villages" (e.g., Chinese Village, Japanese/Korean Village, and European/International Village). A water feature and plaza would be located in the northern portion of the site.

2.5 PROJECT DEVELOPMENT CONTEXT

Approved development projects in the vicinity of the Project site include:

- The Central/Timber Retail project in Newark, approximately two miles from the Project site (a 4,000 square foot expansion of an existing retail space);
- The Silliman Center project, located at Cherry/Mowry Avenue in Newark, approximately one mile from the Project site (32,300 square feet of retail space);
- The Pacific Commons project in Fremont, located west of I-880 south of Auto Mall Parkway, approximately 1.2 miles south of the Project site (approximately 4,698,000 square feet of office/R&D space, 1,112,500 square feet of industrial space, 710,000 square feet of retail space and 300,000 square feet of auto center); and
- The Fremont MRF project, located in the Automall area at Boyce Road, approximately one mile south of the Project site (192,000 square feet of warehouse space).



SUMMARY			
Land Area		1,350,360	SF+/-
		31.00	Acres+/-
Gross Leasable Area		462,250	SF *
STORAGE (EXCLUDED)		29,000	
CHINESE VILLAGE		**80,000**	
SHOP 1	RETAIL	9,000	
SHOP 2	RETAIL	13,500	
MARKET A	RETAIL/MARKET	57,500	
JAPANESE / KOREAN VILLAGE		**81,500**	
RESTAURANT A	REST.	5,000	
RESTAURANT B	REST.	2,500	
SHOP 3	RETAIL	11,000	
SHOP 4	RETAIL	16,000	
SHOP 5	RETAIL	2,000	
SHOP 6	RETAIL	4,000	
SHOP 7	RETAIL	7,000	
MARKET B	REST./MARKET	34,000	
EUROPEAN / INTERNATIONAL VILLAGE		**117,000**	
RESTAURANT C	REST.	5,000	
RESTAURANT D	REST.	5,000	
SHOP 8	RETAIL	27,000	
FURNITURE 2	RETAIL	18,000	
BANQUET HALL	ASSEMBLY	45,000	
CONFERENCE ROOM	ASSEMBLY	7,000	
OFFICE SPACE	OFFICE	10,000	
THE HEART		**16,500**	
SOCIAL HALL	ASSEMBLY	3,000	
RESTAURANT E	REST.	6,500	
RESTAURANT F	REST.	2,000	
RESTAURANT G	REST.	5,000	
SAIGON VILLAGE		**68,250**	
SHOP 9			
UNIT (1, 2, 4, 5, 7, 14, 17, 18)	REST.	30,430	
UNIT (3, 6, 8, 9, 10, 11, 12, 15, 16, 19)	RETAIL	31,820	
RESTAURANT H	REST.	7,000	
INDIAN VILLAGE		**59,000**	
INDIAN VILLAGE	RETAIL	52,000	
RESTAURANT G	REST.	5,000	
RESTAURANT I	REST.	2,000	
ASEAN VILLAGE		**39,000**	
ASEAN VILLAGE	RETAIL	34,000	
RESTAURANT J	REST.	5,000	
Land/Building Ratio		1.92 / 1	34.23%
TOTAL PARKING		1849	Stalls
PARKING RATIO		4.00 / 1000	Stalls
TOTAL PARKING REQUIRED		1849	Stalls
TOTAL PARKING PROVIDED		1849	Stalls

THE GLOBE
Fremont, California
IMPERIAL INVESTMENT AND DEVELOPMENT
426 South Main Street, Milpitas. CA 95035

Figure 2.3
Conceptual Site Plan

SOURCE: Imperial Investment

Back of Figure 2.3

Approximately 70,000 square feet of new development has been approved in the currently vacant area immediately adjacent to the Project site (shown as Saigon Village in **Figure 2.3**). A tenant improvement (shown as ASEAN Village in **Figure 2.3**) has been approved within the remainder of the area within Site I beyond the boundaries of the Project site as shown in **Figure 2.3** to convert the former Pep Boys into a restaurant and other retail uses, with no new square footage.

2.6 PROJECT APPROVALS

If the proposed General Plan Amendment is adopted, development of the Project site as proposed may first require permits, financing approval or participation agreements from the following public agencies:

- California Department of Toxic Substances Control
- Alameda County Water District
- Alameda County Congestion Management Agency
- Regional Water Quality Control Board
- Fremont Fire Department

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3

ENVIRONMENTAL ANALYSIS

3.1 AIR QUALITY

This Chapter is intended to meet the requirements of CEQA and of the Bay Area Air Quality Management District's guidance for environmental documents.[1] It addresses existing air quality 0conditions, the impacts of the project during construction, and permanent local and regional air quality impacts. Where significant air quality impacts are identified, mitigation measures are described that would reduce or eliminate the impact, where feasible.

3.1.1 SETTING

EXISTING CONDITIONS

Air Pollution Climatology

The City of Fremont is located in western Alameda County, part of the 9-county San Francisco Bay Air Basin. Fremont is bounded on the west by San Francisco Bay. Fremont is indirectly affected by marine air flow. Marine air entering through the Golden Gate is blocked by the East Bay hills, forcing the air to diverge into northerly and southerly paths. The southern flow is directed down the bay, parallel to the hills, where it eventually passes over the Fremont area. These sea breezes are strongest in the afternoon. The further from the ocean the marine air travels, however, the ocean's effect is diminished. Thus, although the climate of Fremont is affected by sea breezes, it is affected less so than the regions of the Bay Area closer to the Golden Gate.

The climate of Fremont is also affected by its proximity to the San Francisco Bay. The bay cools the air with which it comes in contact during warm weather, while during cold weather the bay warms the air. The normal northwest wind pattern carries this air onshore. Bay breezes push cool air inshore during the day time and draw air from the land offshore at night.

[1]Bay Area Air Quality Management District, BAAQMD CEQA Guidelines, 1996 (Revised 1999).

Fremont has a relatively high potential for air pollution during the summer and fall. When high pressure dominates, low mixing depths and bay and ocean wind patterns can concentrate and carry pollutants from other cities to Fremont, adding to the locally emitted pollutant mix. In winter and spring the air pollution potential in Fremont is moderate.

Ambient Air Quality Standards

Criteria Pollutants

Both the U. S. Environmental Protection Agency and the California Air Resources Board have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants which represent safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called "criteria" pollutants because the health and other effects of each pollutant are described in criteria documents. **Table 3-1** identifies the major criteria pollutants, characteristics, health effects and typical sources. The federal and California state ambient air quality standards are summarized in **Table 3-2**.

The federal and state ambient standards were developed independently with differing purposes and methods, although both processes attempted to avoid health-related effects. As a result, the federal and state standards differ in some cases. In general, the California state standards are more stringent. This is particularly true for ozone and particulate matter (PM_{10} and $PM_{2.5}$).

In 1997 new national standards for fine Particulate Matter (diameter 2.5 microns or less) were adopted for 24-hour and annual averaging periods. The current PM_{10} standards were to be retained, but the method and form for determining compliance with the standards were revised.

The State of California regularly reviews scientific literature regarding the health effects and exposure to PM and other pollutants. On May 3, 2002, the California Air Resources Board (CARB) staff recommended lowering the level of the annual standard for PM_{10} and establishing a new annual standard for $PM_{2.5}$ (particulate matter 2.5 micrometers in diameter and smaller). The new standards became effective on July 5, 2003.

On April 28, 2005 the California Air Resources Board established a new 8-hour standard for ozone (0.07 PPM), expected to become effective in early 2006.

Ambient Air Quality

The state and national ambient air quality standards cover a wide variety of pollutants. Only a few of these pollutants are problems in the Bay Area either due to the strength of the emission or the climate of the region. The BAAQMD maintains monitoring sites throughout the Bay Area, including one in Fremont. **Table 3-3** summarizes violations of air quality standards at this monitoring site for the period 2002-2004. A comparison with **Table 3-2** shows that the federal ambient air quality standards are generally met in Fremont, but the more stringent state standards for ozone and PM_{10} are exceeded.

TABLE 3-1: MAJOR CRITERIA POLLUTANTS

Pollutant	Characteristics	Health Effects	Major Sources
Ozone	A highly reactive photochemical pollutant created by the action of sunshine on ozone precursors (primarily reactive hydrocarbons and oxides of nitrogen). Often called photochemical smog.	Eye irritation; Respiratory function impairment.	The major sources of ozone are combustion sources such as factories and automobiles, and evaporation of solvents and fuels.
Carbon Monoxide	Carbon monoxide is an odorless, colorless gas that is highly toxic. It is formed by the incomplete combustion of fuels.	Impairment of oxygen transport in the blood-stream. Aggravation of cardio-vascular disease. Fatigue, headache, confusion, dizziness. Can be fatal in the case of very high concentrations.	Automobile exhaust, combustion of wood in woodstoves and fireplaces.
Nitrogen Dioxide	Reddish-brown gas that dis-colors the air, formed during combustion.	Increased risk of acute and chronic respiratory disease.	Automobile and diesel truck industrial processes, fossil-fueled power plants.
Sulfur Dioxide	Sulfur dioxide is a colorless gas with a pungent, irritating odor.	Aggravation of chronic lung disease; Increased risk of acute and chronic respiratory disease.	Diesel vehicle exhaust, oil-powered power plants, industrial processes.
Particulate Matter (PM_{10} and $PM_{2.5}$)	Solid and liquid particles of dust, soot, aerosols and other matter which are small enough to remain suspended in the air for a long period of time.	Aggravation of chronic disease and heart/lung disease symptoms.	Combustion, automobiles, field burning, factories and unpaved roads. Also a result of photochemical processes.

TABLE 3-2: FEDERAL AND STATE AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	Federal Primary Standard	State Standard
Ozone	1-Hour	0.12 PPM	0.09 PPM
	8-Hour	0.18 PPM	0.07 PPM
Carbon Monoxide	8-Hour	9.0 PPM	9.0 PPM
	1-Hour	35.0 PPM	20.0 PPM
Nitrogen Dioxide	Annual Average	0.05 PPM	---
	1-Hour	---	0.25 PPM
Sulfur Dioxide	Annual Average	0.03 PPM	---
	24-Hour	0.14 PPM	0.04 PPM
	1-Hour	---	0.25 PPM
PM_{10}	Annual Average	50 $\mu g/m^3$	20 $\mu g/m^3$
	24-Hour	150 $\mu g/m^3$	50 $\mu g/m^3$
$PM_{2.5}$	Annual Average	15 $\mu g/m^3$	12 $\mu g/m^3$
	24-Hour	65 $\mu g/m^3$	---
Lead	Calendar Quarter	1.5 $\mu g/m^3$	---
	30 Day Average	---	1.5 $\mu g/m^3$
Sulfates	24-Hour	25 $\mu g/m^3$	---
Hydrogen Sulfide	1-Hour	0.03 PPM	---
Vinyl Chloride	24-Hour	0.01 PPM	---

PPM = Parts per Million
$\mu g/m^3$ = Micrograms per Cubic Meter
Source: California Air Resources Board, Ambient Air Quality Standards (5/6/05) http://www.arb.ca.gov.aqs/aaqs2.pdf

TABLE 3-3: AIR QUALITY DATA SUMMARY FOR FREMONT, 2002-2004

Pollutant	Standard	Days Standards Exceeded During: 2002	2003	2004
Ozone	1-Hour State	3	4	0
	1-Hour Federal	0	0	0
	8-Hour Federal	0	1	0
Carbon Monoxide	8-Hour State/Federal	0	0	0
	1-Hour State	0	0	0
Nitrogen Dioxide	1-Hour State	0	0	0
PM10	24-Hour State	3	1	0
	24-Hour Federal	0	0	0
PM2.5	24-Hour Federal	0	0	0

Source: Air Resources Board, Aerometric Data Analysis and Management (ADAM), 2005. (http://www.arb.ca.gov./adam/cgi-bin/adamtop/d2wstart)

Attainment Status and Regional Air Quality Plans

The federal Clean Air Act and the California Clean Air Act of 1988 require that the State Air Resources Board, based on air quality monitoring data, designate portions of the state where the federal or state ambient air quality standards are not met as "non-attainment areas". Because of the differences between the national and state standards, the designation of non-attainment areas is different under the federal and state legislation.

The Bay Area is currently a non-attainment area for 1-hour ozone standard. However, in April 2004, U.S. EPA made a final finding that the Bay Area has attained the national 1-hour ozone standard. The finding of attainment does not mean the Bay Area has been reclassified as an attainment area for the 1-hour standard. The region must submit a re-designation request to EPA in order to be reclassified as an attainment area.

The U. S. Environmental Protection Agency has classified the San Francisco Bay Area as a non-attainment area for the federal 8-hour ozone standard. The Bay Area was designated as unclassifiable/attainment for the federal $PM_{2.5}$ standards.

Under the California Clean Air Act Alameda County is a non-attainment area for ozone and particulate matter (PM_{10} and $PM_{2.5}$). The county is either attainment or unclassified for other pollutants. The California Clean Air Act requires local air pollution control districts to prepare air quality attainment plans. These plans must provide for district-wide emission reductions of five percent per year averaged over consecutive three-year periods or if not, provide for adoption of "all feasible measures on an expeditious schedule".

Sensitive Receptors

The Bay Area Air Quality Management District defines sensitive receptors as facilities where sensitive receptor population groups (children, the elderly, the acutely ill and the chronically ill) are likely to be located. These land uses include residences, schools, playgrounds, child-care centers, retirement homes, convalescent homes, hospitals and medical clinics. There are no sensitive land uses within or adjacent the Project vicinity. The closest sensitive receptors are homes on the far side of Interstate 880 and apartments on the north side of Stevenson a block west of the Project site.

Health Effects of Pollutants

The following is a discussion of the health effects of important pollutants in the Bay Area.

Ozone

Ozone is produced by chemical reactions, involving nitrogen oxides (NOx) and reactive organic gases (ROG) that are triggered by sunlight. Nitrogen oxides are created during combustion of fuels, while reactive organic gases are emitted during combustion and evaporation of organic solvents. Since ozone is not directly emitted to the atmosphere, but is formed as a result of photochemical reactions, it is considered a secondary pollutant. Ozone is a seasonal problem, occurring roughly from April through October.

Ozone is a strong irritant that attacks the respiratory system, leading to the damage of lung tissue. Asthma, bronchitis and other respiratory ailments as well as cardiovascular diseases are aggravated by exposure to ozone. A healthy person exposed to high concentrations may become nauseated or dizzy, may develop headache or cough, or may experience a burning sensation in the chest.

Research has shown that exposure to ozone damages the alveoli (the individual air sacs in the lung where the exchange of oxygen and carbon dioxide between the air and blood takes place). Research has also shown that ozone also damages vegetation.

Suspended Particulate

Suspended particulate matter (PM) is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot, soil, and dust. "Inhalable" PM consists of particles less than 10 microns in diameter, and is defined as "suspended particulate matter" or PM_{10}. Particles between 2.5 and 10 microns in diameter arise primarily from natural processes, such as wind-blown dust or soil.

Fine particles are less than 2.5 microns in diameter ($PM_{2.5}$). $PM_{2.5}$, by definition, is included in PM_{10}. Fine particles are produced mostly from combustion or burning activities. Fuel burned in cars and trucks, power plants, factories, fireplaces and wood stoves produces fine particles.

The level of fine particulate matter in the air is a public health concern because it can bypass the body's natural filtration system more easily than larger particles, and can lodge deep in the lungs. The health effects vary depending on a variety of factors, including the type and size of particles. Research has demonstrated a correlation between high PM concentrations and increased mortality rates. Elevated PM concentrations can also aggravate chronic respiratory illnesses such as bronchitis and asthma.

Carbon Monoxide

Carbon monoxide is a local pollutant in that high concentrations are found only very near the source. The major source of carbon monoxide, a colorless, odorless, poisonous gas, is automobile traffic. Elevated concentrations, therefore, are usually only found near areas of high traffic volumes.

Carbon monoxide's health effects are related to its affinity for hemoglobin in the blood. At high concentrations, carbon monoxide reduces the amount of oxygen in the blood, causing heart difficulties in people with chronic diseases, reduced lung capacity and impaired mental abilities.

Carbon monoxide concentrations are highly seasonal, with the highest concentrations occurring in the winter. This is partly due to the fact that automobiles create more carbon monoxide in colder weather and partly due to the very stable atmospheric conditions that exist on cold winter evenings when winds are calm. Concentrations typically are highest during stagnant air periods within the period November through January.

Toxic Air Contaminants

In addition to the criteria pollutants discussed above, toxic air contaminants (TACs) are another group of pollutants of concern. Unlike criteria pollutants, no safe levels of exposure to TACs can be established. There are many different types of TACs, with varying degrees of toxicity. Sources of TAC's include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Public exposure to TACs can result from emissions from normal operations, as well as accidental releases of hazardous materials during upset conditions. The health effects of TACs include cancer, birth defects, neurological damage and death.

Diesel exhaust is a TAC of growing concern in California. The California Air Resources Board in 1998 identified diesel engine particulate matter as a TAC. The exhaust from diesel engines contains hundreds of different gaseous and particulate components, many of which are toxic. Many of these compounds adhere to the particles, and because diesel particles are so small, they

penetrate deep into the lungs. Diesel engine particulate has been identified as a human carcinogen. Mobile sources, such as trucks, buses, automobiles, trains, ships and farm equipment are by far the largest source of diesel emissions.

3.1.2 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

BAAQMD CEQA Guidelines[2] provide the following definitions of a significant air quality impact:

- A project contributing to carbon monoxide (CO) concentrations exceeding the State Ambient Air Quality Standard of 9 parts per million (ppm) averaged over 8 hours or 20 ppm for 1 hour would be considered to have a significant impact.
- A project that generates criteria air pollutant emissions in excess of the BAAQMD annual or daily thresholds would be considered to have a significant air quality impact. The current thresholds are 15 tons/year or 80 pounds/day for Reactive Organic Gases (ROG), Nitrogen Oxides (NO_x) or PM_{10}. Any proposed project that would individually have a significant air quality impact would also be considered to have a significant cumulative air quality impact.
- Any project with the potential to frequently expose members of the public to objectionable odors would be deemed to have a significant impact.
- Any project with the potential to expose sensitive receptors or the general public to substantial levels of toxic air contaminants would be deemed to have a significant impact.

Despite the establishment of both federal and state standards for $PM_{2.5}$ (particulate matter, 2.5 microns), the BAAQMD has not developed a threshold of significance for this pollutant. For this analysis, $PM_{2.5}$ impacts would be considered significant if project emissions of PM_{10} exceed 80 pounds per day.

The BAAQMD significance threshold for construction dust impacts is based on the appropriateness of construction dust controls. The BAAQMD guidelines provide feasible control measures for construction emission of PM_{10}. If the appropriate construction controls are to be implemented, then air pollutant emissions for construction activities would be considered less-than-significant.

[2] Bay Area Air Quality Management District, BAAQMD CEQA Guidelines, 1996 (Revised December 1999).

Construction-Related Impacts

Fugitive Dust/Exhaust Emissions

IMPACT 3.1.1: Construction Activities Would Generate Fugitive Dust and Exhaust Emissions. The effects of construction activities would be increased dustfall and locally elevated levels of PM_{10} downwind of construction activity. Construction dust has the potential for creating a nuisance at nearby properties. This is considered a ***potentially significant environmental impact***.

The Project area is currently developed, so construction would not involve site clearing grading and earthmoving, which are the construction activities that generate the greatest amount of emissions. The proposed Project would, however, require demolition of some existing structures. The physical demolition of existing structures and other infrastructure are construction activities with a high potential for creating air pollutants. In addition to the dust created during demolition, substantial dust emissions could be created as debris is loaded into trucks for disposal.

After removal of existing structures, construction dust would continue to affect local air quality during construction of the Project.

According the *BAAQMD CEQA Guidelines*, emissions of ozone precursors (ROG and NOx) and carbon monoxide related to construction equipment are already included in the emission inventory that is the basis for regional air quality plans, and thus are not expected to impede attainment or maintenance of ozone and carbon monoxide standards in the Bay Area.

RECOMMENDED MITIGATION MEASURES

MITIGATION MEASURE 3.1.1: Dust Control Measures. The City shall require implementation of the following dust control measures by contractors during demolition of existing structures:

- Watering should be used to control dust generation during demolition of structures and break-up of pavement.
- Cover all trucks hauling demolition debris from the site.
- Use dust-proof chutes to load debris into trucks whenever feasible.

The City shall require implementation of the following dust control measures by construction contractors during all construction phases:

- Water all active construction areas at least twice daily.

- Watering or covering of stockpiles of debris, soil, sand or other materials that can be blown by the wind.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.
- Sweep daily (preferably with water sweepers) all paved access road, parking areas and staging areas at construction sites.
- Sweep streets daily (preferably with water sweepers) if visible soil material is carried onto adjacent public streets.
- Hydroseed or apply non-toxic soil stabilizers to inactive construction areas.
- Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).
- Limit traffic speeds on unpaved roads to 15 mph.
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- Replant vegetation in disturbed areas as quickly as possible.

RESULTING LEVEL OF SIGNIFICANCE

The above measures include all feasible measures for construction emissions identified by the Bay Area Air Quality Management District for large sites. According to the District threshold of significance for construction impacts, implementation of the measures would reduce construction impacts of the project to a *less-than-significant* level.

Toxic Air Contaminant (TAC) Emissions

During construction, various diesel-powered vehicles and equipment would be in use on the site. In 1998 the California Air Resources Board identified particulate matter from diesel-fueled engines as a toxic air contaminant (TAC). CARB has completed a risk management process that identified potential cancer risks for a range of activities using diesel-fueled engines.[3] High volume freeways, stationary diesel engines and facilities attracting heavy and constant diesel vehicle traffic (distribution centers, truckstop) were identified as having the highest associated risk.

[3] California Air Resources Board, Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles, October 2000.

Health risks from Toxic Air Contaminants are a function of both concentration and duration of exposure. Unlike the above types of sources, construction diesel emissions are temporary, affecting an area for a period of days or perhaps weeks. Additionally, construction-related sources are mobile and transient in nature, and the bulk of the emission would occur within the Project site at a substantial distance from nearby receptors. Because of its short duration, health risks form construction emissions of diesel particulates would be a ***less-than-significant*** impact.

Carbon Monoxide Concentrations

On the local scale, the Project would change traffic on the local street network, changing carbon monoxide levels along roadways used by Project traffic. Carbon monoxide is an odorless, colorless poisonous gas whose primary source in the Bay Area is automobiles. Concentrations of this gas are highest near intersections of major roads.

The Bay Area Air Quality Management District's *BAAQMD CEQA Guidelines* recommends estimation of carbon monoxide concentrations for projects where Project traffic would impact signalized intersections or roadway links operating at Level of Service D, E, or F or would cause Level of Service to decline to D, E, or F.

A traffic study prepared for a larger redevelopment area that included the proposed project[4] found that all studied signalized intersections are below the BAAQMD threshold for modeling for existing conditions. Project and cumulative traffic would, however, cause LOS at the Albrae/Stevenson intersection to exceed the criterion for modeling. Carbon monoxide concentrations under worst-case meteorological conditions have been predicted for this intersection with the proposed Project. PM peak traffic volumes were applied to the screening form of the CALINE-4 dispersion model to predict maximum 1-and 8-hour concentrations near these intersections under the worst-case assumption that project traffic changes would occur in 2005. **Appendix B** provides a description of the model and a discussion of the methodology and assumptions used in the analysis.

The predicted 1-hour averaged concentration at the Albrae/Stevenson intersection with Project and cumulative traffic increases would be 9.8 Parts Per Million, compared to the most stringent state/federal standard of 20.0 Parts Per Million. The predicted 8-hour averaged concentration at the Albrae/Stevenson intersection with Project and cumulative traffic increases would be 6.8 Parts Per Million, compared to the most stringent state/federal standard of 9.0 Parts Per Million. Since Project and cumulative traffic would not cause any new violations of the 1-hour or 8-hour standards for carbon monoxide, nor contribute substantially to an existing or projected violation, Project impacts on local carbon monoxide concentrations are considered to be ***less than significant***.

[4] Hexagon Transportation Consultants, 6000 Stevenson Boulevard Redevelopment Transportation Impact Analysis, March, 2005.

Regional Emissions

IMPACT 3.1.2: New Traffic Generated by the Project Would Increase Regional Emissions. Project emissions would exceed these thresholds of significance for ozone precursors (ROG and NO_x) and PM_{10}, so the proposed Project would have a **significant adverse environmental impact** on regional air quality. This is also considered a **significant cumulative environmental impact**.

Vehicle trips generated by the project would result in air pollutant emissions affecting the entire San Francisco Bay Air Basin. Regional emissions associated with project vehicle use have been calculated using the URBEMIS2002 emission model. The methodology used in estimating vehicular emissions is described in **Appendix B**.

The incremental daily emission increase associated with project land uses is identified in **Table 3-4** for reactive organic gases and oxides of nitrogen (two precursors of ozone) and PM_{10}. The Bay Area Air Quality Management District has established a threshold of significance for ozone precursors and PM_{10} of 80 pounds per day. Modeled Project emissions shown in **Table 3-4** would exceed these thresholds of significance for ozone precursors (ROG and NO_x) and PM_{10}, so the proposed Project would have a significant effect on regional air quality.

TABLE 3-4: PROJECT REGIONAL EMISSIONS IN POUNDS PER DAY

	Reactive Organic Gases	Nitrogen Oxides	PM_{10}
Project Emissions	128.9	130.1	111.4
BAAQMD Significance Threshold	80.0	80.0	80.0

According to BAAQMD significance criteria, any proposed project that would individually have a significant air quality impact would also be considered to have a significant cumulative air quality impact. Since the proposed Project would exceed the BAAQMD thresholds of significance for ozone precursors and PM_{10}, the Project would have a significant cumulative impact on regional air quality.

RECOMMENDED MITIGATION MEASURES

MITIGATION MEASURE 3.1.2: Reduce Vehicle Trips. The following are feasible mitigation measures identified by the BAAQMD for commercial development:

- Provide transit facilities, e.g., bus bulbs/turnouts, benches, shelters, etc.

- Provide bicycle land and/or paths, connected to community-wide network.
- Provide sidewalks and/or paths, connected to adjacent land uses, transit stops, and/or community-wide network.
- Provide secure and conveniently located bicycle storage.
- Provide preferential parking for electric or alternatively-fueled vehicles.
- Implement feasible TDM measures including a ride-matching program, coordination with regional ridesharing organizations and provision of transit information.

RESULTING LEVEL OF SIGNIFICANCE

The above measures have the potential to reduce Project-related regional emissions by five to ten percent. This would not be sufficient to reduce Project emissions below the BAAQMD significance threshold of 80 pounds per day, so Project-related regional air quality impacts would remain singularly and cumulatively significant after mitigation. This represents a ***significant and unavoidable environmental impact*** associated with the Project as proposed.

3.2 HAZARDS AND HAZARDOUS MATERIALS

This section of the Draft EIR is based on two reports prepared by Professional Service Industries, Inc. for the 6000 S Corporation: Subsurface Investigation Report 6000 Stevenson Boulevard, Fremont, California (May 13, 2004) and Soil Sampling and Analysis Report for 6000 Stevenson Boulevard, Fremont, California (March 4, 2005).

3.2.1 SETTING

Past uses of the Project site include foam insulation manufacturing, waste oil recycling, auto auction yard, truck maintenance and painting facilities, along with underground storage tanks, aboveground storage tanks and drum storage areas. Due to unauthorized releases of hazardous substances to the subsurface, a series of soil and groundwater investigations have been performed at the Project site, going as far back as 1985. During groundwater sampling on December 30, 2003, depth to groundwater in monitoring wells MW-1, LF-2, LF-3 and LF-4 ranged from 12.86 feet below ground surface (bgs) to 15.15 feet bgs.

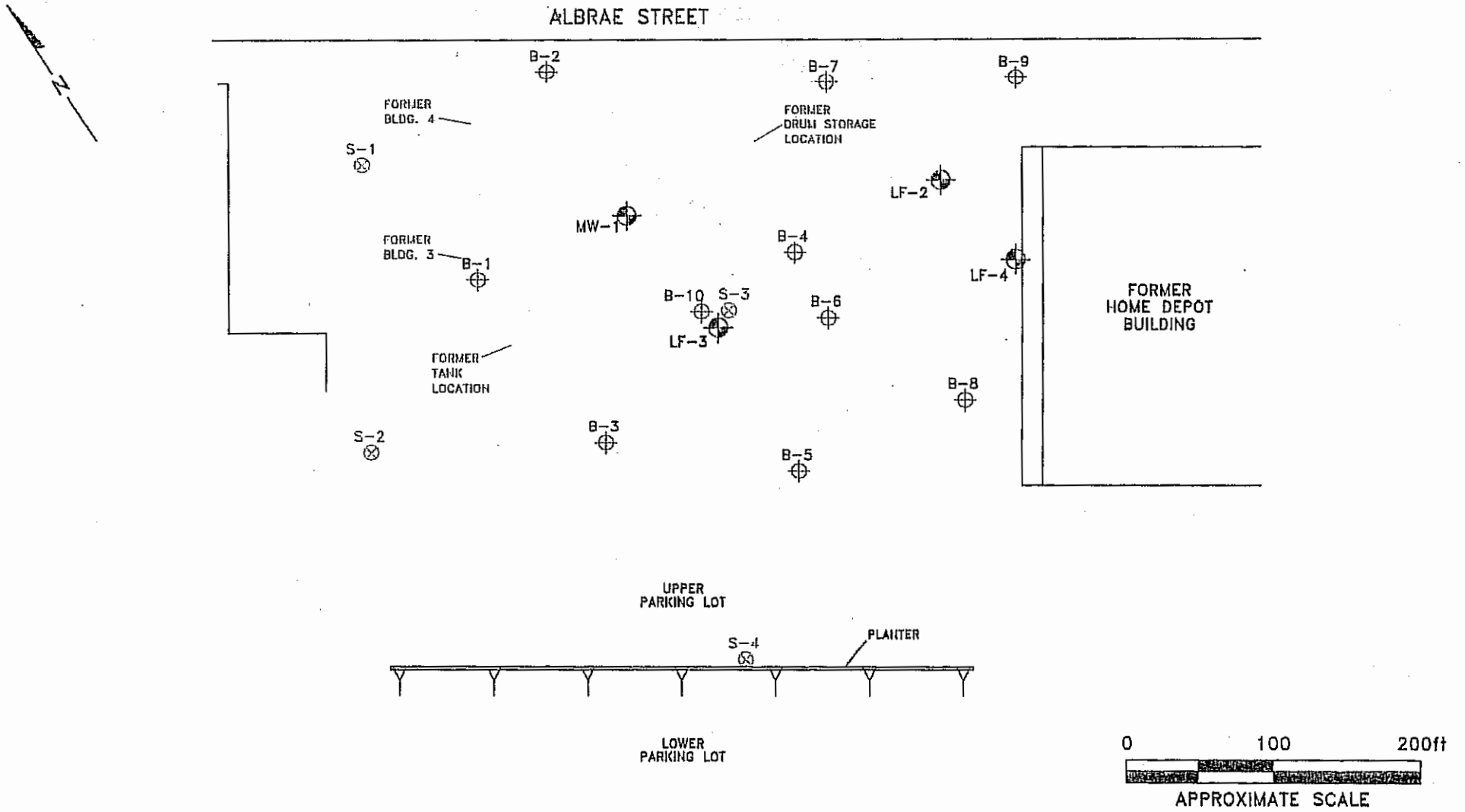
Many soil borings have been drilled at the Project site, with elevated concentrations of arsenic, manganese, petroleum hydrocarbons and volatile organic compounds (VOCs) detected. As part of these investigations, four monitoring wells (MW-1, LF-2, LF-3 and LF-4) have been installed at the Project site. The most recent groundwater monitoring results indicate contaminants of concerns (COCs) detected only in monitoring well LF-3.

On March 3, 2004, ten soil borings were drilled at the Project site (see **Figure 3.1**). The depth of drilling was planned to be 15 feet bgs with an extension beyond the 15-foot depth as necessary to facilitate the collection of groundwater samples. Due to low permeability soils at the Project site, several of the borings were drilled to 20 feet bgs.

Petroleum Hydrocarbons

Total Petroleum Hydrocarbons as Gasoline (TPH-G) and Total Petroleum Hydrocarbons and Diesel (TPH-D) concentrations were not detected at or above their respective laboratory reporting limits in any of the soil samples submitted for analysis. Total Petroleum Hydrocarbons as Motor Oil (TPH-MO) was detected in five of the soil samples at concentrations ranging from 10 to 616 milligrams per kilogram (mg/kg). TPH-G concentrations were detected in one of the grab groundwater samples (Boring B10-W) at 1.23 milligrams per liter (mg/l) and in two of the groundwater monitoring wells (LF-3 at 0.0565 mg/l and LF-4 at 0.0914 mg/l). TPH-D concentrations were detected in one of the grab groundwater sampled (Boring B10-W) at 20 mg/l and in one of the groundwater monitoring wells (LF-3) at 0.792 mg/l. TPH-MO concentrations were detected in none of the grab groundwater samples and in all four of the groundwater monitoring wells samples, with concentrations ranging from 0.102 to 0.155 mg/l.

Figure 3.1: Boring Location Map



EXPLANATION

S-4 ⊗ – Approximate soil boring location (2/16/05)

B-10 ⊕ – Approximate soil boring location (3/3/04)

LF-4 ⊕ – Approximate groundwater monitoring well location

ESI Information To Build On Engineering • Consulting • Testing			4708 Tidewater Avenue, Suite B Oakland, California 94601 (510) 434-9200	
Project Name: IMPERIAL INVESTMENT 6000 STEVENSON BLVD., FREMONT, CALIFORNIA	Drawn By: B.B.	Date: 3/05	File No.: 5G002-02	Figure No.: 2
Title: BORING LOCATION MAP	Approved By: F.P.	Project No.: 575-5G002		

The March 3, 2004 results indicate that the unsaturated zone has not been impacted by appreciable levels of petroleum hydrocarbons. The only petroleum hydrocarbon concentration greater than 63 mg/kg was detected in soil boring B10 at 1.5 feet bgs (616 mg/kg). Petroleum hydrocarbons were not detected in the two soil samples (Boring B10-6 and Boring B10-11) collected beneath the 1.5 foot sample, indicating that the petroleum hydrocarbon impacted soil in the vicinity of Boring B10 appears to be confined to near-surface soils. The petroleum hydrocarbon concentrations were compared to the Regional Water Quality Control Board (RWQCB) Environmental Screening Levels for Deep Soils Where Groundwater is a Potential Source of Drinking Water (ESL-Deep) for TPH (gasoline, middle distillates, and residual fuels). None of the TPH concentrations detected at the Project site were above their respective ESL-Deep.

Historically, elevated concentrations of petroleum hydrocarbons were detected in monitoring wells LF-2 and LF-3. The March 3, 2004 results indicate that elevated levels of TPH were detected in LF-3 and Boring B10. None of the other TPH concentrations detected at the Project site were above 0.2 mg/l, and are not indicative of elevated levels. The remainder of the detected concentrations was found in groundwater samples collected from the monitoring wells at the Project site.

Volatile Organic Compounds (VOCs)

VOCs were detected in only one of the soil samples with a concentration of 6.7 mg/kg of 1,2 Dichlorobenzene detected in the soil sample collected from Boring B8 at 11 feet bgs. Numerous VOCs were detected in the grab and monitoring well groundwater samples. The maximum concentration of each of the detected VOCs is presented below:

1,2, Dichlorobenzene (1,2 DCB) at 0.0009 mg/l in groundwater sample B6-W
Chloroform at 0.0011 mg/l in groundwater sample B1-W
1,1 Dichloroethane (1,1, DCA) at 0.0067 mg/l in groundwater sample B7-W
1,1, Dichloroethene (1,1, DCE) at 0.0082 mg/l in groundwater sample B1-W
Ethylbenzene at 0.0011 mg/l in groundwater sample B8-W
Methyl Tert Butyl Ether (MTBE) at 0.0046 mg/l in groundwater sample B6-W
Tetrachloroethene at 0.0021 mg/l in groundwater sample B9-W
1,1,1, Trichloroethane (1,1,1, TCA) at 0.009 mg/l in groundwater sample B7-W
Trichloroethene (TCE) at 0.0039 mg/l in groundwater sample B9-W
Trichlorofluoromethance at 0.0324 mg/l in groundwater sample B9-W
Total Xylenes at 0.0061 mg/l in groundwater sample B8-W
sec Butylbenzene at 0.0005 mg/l in groundwater sample LF-3
cis 1,2, Dichloroethene (cis 1,2, DCE) at 0.0009 mg/l in groundwater sample LF-4

VOCs were detected in only one of the soil samples, with a concentration of 6.7 mg/kg of 1,2, DCB detected in the soil sample collected from Boring B8 at 11 feet bgs. The 1,2 DCB concentration detected (1.1 mg/kg) was above its respective ESL-Deep. 1,2 DCB was not

detected in any other soil sample collected from the Project site, and none of the groundwater samples had a 1,2 DCB concentration greater than the State of California Maximum Contaminant Level (MCL). Professional Service Industries indicated that the 1,2 DCB concentration in soil would not warrant further investigation.

Numerous VOCs were detected in the groundwater samples collected at the Project site. The VOC concentrations were compared to the MCL for each of the compounds detected. A listing of those compounds that were above their respective MCL and the groundwater sample where each were detected is presented below:

1,1 DCA in B7-W (0.0067 mg/l; MCL of 0.005 mg/l)
1,1 DCE in B1-W (0.0082 mg/l; MCL of 0.006 mg/l)
1,1 DCE in B7-W (0.0064 mg/l; MCL of 0.006 mg/l)

None of the other VOCs detected were above their respective MCLs, The 1,1 DCA and 1,1 DCE concentrations were barely above their respective MCLs, and are not located adjacent to each other. The 1,1 DCA and 1,1, DCE concentrations and their locations are not indicative of a significant plume of VOCs at the Project site.

Polychlorinated Biphenyls (PCBs)

PCBs were detected in five of the soil samples, with the maximum concentration detected being 5.8 mg/kg in the soil sample collected at 1.5 feet bgs in Boring B10. The industrial ESL-Deep for PCBs is 6.3 mg/kg, and none of the PCB samples had a concentration greater than the ESL-Deep.

At the request of Jay Swardenski, Hazmat Program Manager, City of Fremont, Professional Service Industries conducted a follow-up investigation to attempt to define the lateral and vertical extent of PCB impacted soils. On February 16, 2005, four soil borings were advanced at the project site (see **Figure 3.1**). PCBs were detected in two of the four soil samples collected: in soil sample S-3 at 0.6 mg/kg, and in soil sample S-4 at 1.4 mg/kg. None of the soil samples had PCB concentrations above the ESL-Deep for PCBs. The significant decrease in PCB concentrations detected from 1.5 bgs in B10 to 2.9 feet bgs in S-3 indicates that PCB concentrations at the Project site are primarily in the near surface soils (less than three feet in depth). As the PCB impacted soil is located primarily in the upper 2 feet of soil at the site, it is likely that the lower parking area is not impacted by PCBs, since immediately south of Boring S-4, the parking lot changes grade by 2.5 feet sloping away from the study area (the grade change is located primarily in a planter approximately 3 feet wide).

Arsenic and Manganese

Arsenic and manganese concentrations were detected in each of the borings. Detected arsenic concentrations ranged from 4.0 to 7.0 mg/kg, while manganese concentrations ranged from 204

to 876 mg/kg. Arsenic concentrations in the groundwater samples collected from the Project site were not above laboratory detection limits, with the exception of groundwater sample LF-3 (0.704 mg/l). Manganese concentrations were detected in all of the groundwater samples, with concentrations ranging from 0.006 mg/l to 11,400 mg/l.

Arsenic and manganese were detected in borings across the Project site. The arsenic and manganese concentrations were compared to the State of California Industrial Preliminary Remediation Goals (PRGs) for manganese and the ESL-Deep for arsenic and were found to be below their respective limits. Only small variations in concentrations of both arsenic and manganese were noted vertically and horizontally across the property. The small variations detected are indicative of the variation that would be found in naturally occurring conditions.

Arsenic was detected in only one groundwater sample collected from the Project site (LF-3) at 0.704 mg/l, which was at a concentration above the arsenic MCL (0.05 mg/l). As no other groundwater samples had detectable concentrations, the elevated arsenic levels appear to be confined to the area of monitoring well LF-3. Additionally, there was no indication of elevated arsenic concentrations in any of the borings.

Manganese concentrations were detected in each of the groundwater samples collected at the Project site. The manganese secondary MCL is 0.05 mg/l, and many of the groundwater samples had manganese concentrations greater than their MCL. The highest concentrations of manganese in groundwater are located in the area adjacent to LF-3, Boring B10 and Boring B4. Elevated concentrations of manganese in groundwater can be indicative of natural biodegradation of petroleum hydrocarbons. The elevated concentrations of manganese appear to correlate with elevated concentrations of TPH in the groundwater. Based on this evidence, Professional Service Industries indicated that the elevated levels of manganese in the groundwater are related to the natural biodegradation of petroleum hydrocarbons. The uniform presence of manganese in the soil samples across the Project site indicates no known source for elevated manganese concentrations in the groundwater. This is further indication that the elevated manganese concentrations in groundwater may represent a byproduct of natural biodegradation of petroleum hydrocarbons at the Project site.

Asbestos-Containing Materials and Lead-Based Paints

Most structures at the Project site were built before 1979, and may contain asbestos-containing materials (ACM) and/or lead-based paints. If present, and if not properly removed and disposed of prior to demolition or renovation of these structures, these substances could present a hazard to those involved in demolition or renovation activities.

PSI Recommendations

Based upon the analytical results for the soil and groundwater samples collected from the Project site on March 3, 2004, Professional Service Industries recommended that a limited quarterly

groundwater sampling program for TPH, arsenic and manganese be implemented at the Project site. Following one year of sampling, Professional Service Industries recommended that quarterly monitoring would be reevaluated. Professional Service Industries believed that no further action was required for the remainder of the contaminants in groundwater, and that no further action for the limited soil impacts was appropriate.

Based upon the follow-up analysis conducted to determine the extent of PCB impacted soils at the Project site (February 16, 2005), Professional Service Industries indicated that it was understood that PCB impacted soil will be removed from the Project site as part of excavation activities associated with development of the Project site, with details of this excavation to be presented under separate cover in a Soil Mitigation Plan.

Regulatory Context

Alameda County Water District

Prior to release of the Notice of Preparation, the Alameda County Water District (ACWD) indicated that the District had a number of concerns related to the presence of hazardous substances in the soil and groundwater at the Project site (Letter from Steven D. Inn, Groundwater Resources Manager, Alameda County Water District to Dale Sobek on March 1, 2005). This letter indicated that constituents of concern were not detected at significant levels in soil, except for PCBs. PCBs were not at levels that appeared to pose a threat to groundwater, but the levels exceeded RWQCB's Environmental Screening Levels with respect to other exposure pathways. The letter also indicated that monitoring well MW-5, located on the south corner of the former Home Depot building, was not sampled during the subsurface investigation of May 2004. A subsequent groundwater monitoring event in September 2004 indicated Trichloroethene (TCE) in MW-5 at a concentration more than 4 times the MCL, exceeding the previous detection of TCE during monitoring events prior to December 2001. The overall pattern of water quality in this well suggests an upward trend possibly caused by either a relatively recent release near the well or migration from another location within the site. The ACWD identified the following items that need to be addressed:

1. The City of Fremont may consider the aforementioned presence of PCBs in shallow soil at the north side of the former Home Depot building as an exposure hazard, and may require additional investigation/remedial action specific to this issue. Concerns raised by the City of Fremont regarding PCBs must be addressed.

2. All five existing wells must be sampled quarterly for the appropriate constituents of concern. MW-1, and LF-2 through LF-4 should be sampled for petroleum hydrocarbons (Total Petroleum Hydrocarbons as gasoline (TPH-g), TPH as diesel (TPH-d), TPH as motor oil (TPH-mo), Benzene, Toulene, Ethyl-benzene, Xylenes, Methyl Tertiary Butyl Ether (MTBE) and, if MTBE is detected, other oxygenates), chlorinated VOCs, and arsenic. MW-5 should be sampled for chlorinated VOCs.

3. In reference to the abovementioned concerns of TCE in MW-5, additional investigative work and/or remedial actions could be required, depending on the results of monitoring over the next one or more quarters.

4. ACWD has no objections to site redevelopment, provided that 1) strategic monitoring objectives may continue to be met, 2) that wells are maintained or destroyed/replaced according to provisions of the Well Ordinance, and 3) development does not preclude any opportunity for further investigation and/or remediation of TCE in soil or groundwater near MW-5 until ACWD concurs that no such additional work is needed.

5. The results of groundwater monitoring and any other information relevant to the investigation and cleanup of the site should be included in the quarterly reports, which must be submitted according to the schedule previously set for this site; the fifteenth day of the first month of every calendar quarter (i.e., April 15, 2005; July 15, 2005; October 15, 2005; etc.). Any extensions of these deadlines must be confirmed in writing by ACWD.

6. A qualified consultant with the appropriate registration should be used for conducting any necessary site investigations, and for preparing proposals and quarterly reports. In accordance with ACWD's Cooperative Agreement with the City of Fremont, we (ACWD) request that you (the Project Applicant) submit paper copies of all reports and correspondence to ACWD and the City of Fremont Fire Department. The contact persons for your site are shown in the attached distribution list.

7. In the future, ACWD would be willing to consider proposals for a reduction in monitoring/reporting frequency (e.g., from quarterly to semi-annually) or a reduction/modification in the scope of targeted constituents of concern. ACWD's concurrence on such proposals would depend on long-term water quality patterns, compliance to the pre-existing monitoring requirements, and/or other relevant criteria.

8. Effective January 1, 2005, Assembly Bill (AB) 2886 (Water Code Sections 13195-13198) requires responsible parties to electronically submit compliance data (e.g., soil, water and vapor chemical analytical results), groundwater monitoring well data (e.g., sub-meter latitude and longitude, elevation, and depth to water measurements), and complete copies of technical reports, including boring logs, to the State Water Resources Control Board Geographical Environmental Information Management System (GeoTracker). The technical reports are to be submitted in portable document format (PDF), which includes a signed transmittal letter and professional certification. Electronic submittal of reports to GeoTracker will **not** replace the paper submittal of reports to ACWD and the City of Fremont. Please contact the GeoTracker Help Desk at Geotracker@swrcb.ca.gove or 1-800-506-9118 for additional information.

Department of Toxic Substances Control

In response to the Notice of Preparation, the Department of Toxic Substances Control (DTSC) identified concerns related to the presence of hazardous substances at the Project site (see **Appendix A**). DTSC indicated that past operations at the Project site included a polyurethane foam manufacturer, and oil recycler and an auto auction yard which creates the potential for soil and groundwater contamination with hazardous substances, including PCBs, metals and volatile organic compounds (Letter from Denise M. Tsui, Unit Chief, Northern California Coastal Group, Operations Branch, Department of Toxic Substances Control to Scott Ruhland, City of Fremont, May 24, 2005). The letter pointed out that PCB soil concentrations as high as 5.8 mg/kg exceed the California Human Health Screening Levels (CHHSL) for PCBs, and that if hazardous substances have been released, they will need to be addressed as part of the Project. DTSC and the RWQCB signed a memorandum of Agreement on March 1, 2005 (MOA) aimed at avoiding duplication of efforts among agencies with regulatory oversight of investigation and cleanup at brownfield sites. Under the MOA, anyone requesting oversight from DTSC or the RWQCB must submit an application to initiate the process to assign the appropriate agency oversight.

3.2.2 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Development of the Project site under proposed General Plan Amendment would have a significant environmental impact (based on CEQA Guidelines, Appendix G: Environmental Checklist Form) if it were to result in:

- The creation of a significant hazard to the public or the environment through the routine transportation, use or disposal of hazardous materials;
- The creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Hazardous emissions within one-quarter mile of an existing or proposed school;
- The handling of hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school;
- Development located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (if such development would create a significant hazard to the public or the environment);

- Development located in an area covered by an airport land use plan (or, where such a plan has not been adopted, within two miles of a public airport or public use airport), if it would result in a safety hazard for people residing or working in the project area;
- Development within the vicinity of a private airstrip, if it would result in a safety hazard for people residing or working in the project area;
- Impairment or physical interference with the implementation of an adopted emergency response plan;
- Impairment or physical interference with the implementation of an adopted emergency evacuation plan; or
- Exposure of people or structures to significant risk of loss, injury or death involving wildland fires (including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands).

Exposure to Hazardous Materials

As indicated above, unauthorized releases of hazardous substances during past usage at the Project site have occurred, and hazardous substances have been identified in the soil and groundwater at the Project site. Regulatory agencies have determined that ongoing monitoring of groundwater for constituents of concern will be necessary until such time as concentrations of hazardous substances are reduced to levels that would no longer represent an exposure hazard, and that PCBs found in shallow soils on portions of the Project site be remediated.

Given the depth to groundwater at the Project site, it is unlikely that those involved in construction activity at the Project site or those using the Project site following construction would be at risk of exposure to the hazardous substances detected in the groundwater samples taken from on-site borings and monitoring wells. However, the presence of these hazardous substances in the groundwater at the Project site represents will continue to represent a potential risk to public health until such time as the concentrations of these substances have been reduced below the levels established by the appropriate regulatory agencies. PCBs found in shallow soil at the Project site would represent a potential hazard to those involved in construction activity in those areas unless remediated.

IMPACT 3.2.1: Possible Exposure to Hazardous Materials Present at the Project Site. Hazardous substances have been identified in the soil and groundwater at the Project site. Exposure of people to these hazardous substances, either during construction activity or subsequent activity at the Project site, would represent a **potentially significant environmental impact**.

RECOMMENDED MITIGATION MEASURES

MITIGATION MEASURE 3.2.1A: PCB Removal and Disposal. Prior to the issuance of any building permits, the Project Applicant, in coordination with the City of Fremont Fire Department, shall develop and implement a Soil Mitigation Plan to remove and properly dispose of all soil with concentrations of PCBs in excess of established standards for human and environmental exposure. Prior to City of Fremont Fire Department approval of the Project Applicant's Soil Mitigation Plan, the Project Applicant shall request oversight for all PCB remediation efforts from DTSC or RWQCB, as appropriate under the terms of the MOA.

MITIGATION MEASURE 3.2.1B: Maintain Access to All Existing Groundwater Monitoring Wells. Development of the Project site shall be carried out in such a way as to continue to permit full access to all existing groundwater monitoring wells at the Project site. All monitoring wells shall be maintained or destroyed/replaced according to provisions of the Well Ordinance.

MITIGATION MEASURE 3.2.1C: Ongoing Groundwater Monitoring/Reporting. The Project Applicant shall ensure compliance with all existing groundwater monitoring and reporting requirements currently in force at the Project site until such time as the appropriate regulatory agencies have determined that the monitoring schedule can be adjusted or discontinued.

RESULTING LEVEL OF SIGNIFICANCE

Removal and proper disposal of all soils with concentrations of PCBs in excess of established standards prior to the start of construction activity, and continued compliance with established groundwater monitoring requirements at the Project site would reduce potential impacts associated with possible exposure to hazardous materials to a level of *less than significant*.

In addition to the possibility of exposure to hazardous substances at the Project site, given the character of industrial operations in the vicinity of the Project site there is some risk of exposure to persons at the Project site to hazardous substances in the event of a release off-site.

IMPACT 3.2.2: Possible Exposure to Hazardous Materials in the Event of an Off-Site Release. Hazardous substances are in use at several facilities in the vicinity of the Project site. In the event of an accidental release of such substances, persons at the Project site could be exposed to hazardous substances. This would represent a **potentially significant environmental impact**.

RECOMMENDED MITIGATION MEASURES

MITIGATION MEASURE 3.2.2: Preparation and Implementation of an Emergency Action Plan. As a condition of Project Approval, the Project Applicant shall be required to develop and implement an Emergency Action Plan to be activated at the Project site in the event

of an accidental release of hazardous substances at any facility near the Project site. Such a plan may identify measures to be taken to enable those at the Project site to "shelter in place" as necessary, and shall be approved by the Fremont Fire Department prior to the issuance of any Certificate of Occupancy at the Project site.

RESULTING LEVEL OF SIGNIFICANCE

The effective implementation of an Emergency Action Plan approved by the Fremont Fire Department would reduce the potential impact associated with an off-site release of hazardous substances to a level of *less than significant*.

IMPACT 3.2.3: Potential for Demolition or Renovation of Existing Structures to Expose Workers to Lead-Based Paint and Asbestos-Containing Materials. This would represent a **potentially significant environmental impact**.

RECOMMENDED MITIGATION MEASURES

MITIGATION MEASURE 3.2.3: Survey and Properly Handle Materials from Structures that May Contain Asbestos or Lead-Based Paint. Prior to demolition or renovation of structures built before 1978, a survey for the presence of asbestos-containing materials (ACM) shall be conducted by Asbestos Hazard Emergency Response Act (AHERA)-certified personnel, trained according to state and federal regulations. Structures shall also be surveyed for the presence of lead-based paint. If the results of the survey detect the presence of lead-based paint, construction shall be performed in accordance with the Lead in Construction Standard (8 Cal. Code of regulations Section 5132.1). ACM will be removed in accordance with the requirements of Cal OSHA (8 Cal. Code of regulations 5129) and the Bay Area Air Quality Management District (BAAQMD).

RESULTING LEVEL OF SIGNIFICANCE

The proper handling of any ACM or lead-based paints found in structures at the Project site prior to demolition or renovation of these structures would reduce the potential impact associated with possible exposure to these hazardous substances to a level of *less than significant*.

Hazardous Emissions Near Schools

There are no schools located or proposed within one-quarter mile of the Project site. Development of the Project site as proposed would not be expected to result in any hazardous emissions that might adversely affect those at schools in the Project vicinity.

Hazardous Materials Sites

As indicated above, unauthorized releases of hazardous substances during past usage at the Project site have occurred, and hazardous substances have been identified in the soil and groundwater at the Project site. This site is included on the California Environmental Protection Agency's 2005 Hazardous Waste and Substances Sites List or the Alameda County Water District's list of Leaking Underground Fuel Tank (LUFT) and Spills, Leaks, Investigations, and Cleanup (SLIC) Sites. However, ACWD has indicated that development of the Project as proposed would not create a significant hazard to the public or the environment provided that the PCBs found in shallow soils on portions of the Project site are removed and 1) strategic monitoring objectives may continue to be met, 2) existing monitoring wells are maintained or destroyed/replaced according to provisions of the Well Ordinance, and 3) development of the Project site does not preclude any opportunity for further investigation and/or remediation of TCE in soil or groundwater near MW-5 until ACWD concurs that no such additional work is needed. Implementation of **MITIGATION MEASURE 3.2.1A**, **MITIGATION MEASURE 3.2.1B** and **MITIGATION MEASURE 3.2.1C**, above, would effectively reduce potential impacts associated with the risk of exposure to hazardous materials at the Project site to a level of less than significant.

Aviation Hazards

There are no airports or private airstrips within two miles of the Project site, and development of the Project site as proposed would not be expected to result in any aviation-related safety hazard for people residing or working in the Project area. Development of the Project site as proposed would not interfere with existing flight patterns in the area, or create any hazard to aviation operations in the vicinity.

Emergency Response/Evacuation Plans

The Project site is located in the City of Fremont's Planned Industrial area, has previously been developed in urban uses, and is well served by emergency response (e.g., police, fire department) personnel. Development of the Project site as proposed would not interfere with any emergency response plans or evacuation plans.

Wildland Fires

The Project site is located in an area that has been extensively developed in urban uses, at considerable distance from the nearest areas that might be subject to wildland fire hazards.

3.3 TRANSPORTATION/TRAFFIC

This section of the Draft EIR is based on the 6000 Stevenson Boulevard Redevelopment Transportation Impact Analysis report, prepared for the City of Fremont by Hexagon Transportation Consultants, Inc. on March 28, 2005. That report evaluated the transportation impacts associated with two development scenarios that included future development of parcels to the east of Albrae Street (identified as Site II and Site III) that are not part of the current Project (identified as Site I). **Figure 2.3** shows the relative locations of Site I, Site II and Site III. In the Hexagon report, Scenario 1 would involve the construction of 526,000 square feet of shopping center space (425,500 square feet at Site I), 127,000 square feet of freestanding discount store space, and 2,000 square feet of quality restaurants, while Scenario 2 would involve the construction of 536,550 square feet of shopping center space (439,550 square feet at the Site I), 125,000 square feet of freestanding discount store space, 2,000 square feet of quality restaurants, a 300-seat Banquet Hall and a 200-seat Amphitheater. In that report, existing uses on the three parcels evaluated were identified as 306,450 square feet of Shopping Center and 164,000 square feet of Warehouse on Site I, 127,000 square feet of Discount Club on Site II, and 100,500 square feet of Shopping Center on Site III.

Scenario 2 in the Transportation Impact Analysis was assumed to result in the highest level of development evaluated, and represents development well in excess of that currently proposed at the Project site (a portion of Site I) alone. Scenario 2 in the Hexagon report involves the development of 536,550 square feet of shopping center space in addition to other uses on Site I, Site II and Site III, while the Project proposes a total of 295,000 square feet of high volume retail space on a portion of Site I. For the purposes of the Draft EIR, discussion of Project-related traffic impacts is limited to the information presented on Scenario 2 in the Hexagon report, which represents "worst case" traffic impacts in excess of those that would be anticipated with the Project as currently proposed.

The 6000 Stevenson Boulevard Redevelopment Transportation Impact Analysis report is available for review at the offices of the City of Fremont, Development and Environmental Services, 39550 Liberty Street, Fremont, California (Contact Person: Scott Ruhland, Associate Planner).

3.3.1 SETTING

Existing Roadway Network

Regional access to the Project site is provided via I-880. Local access to the site is provided via Stevenson Boulevard, Albrae Street, Encyclopedia Circle, and Cedar Boulevard. These roadways are described below (see **Figure 2.1** for roadway locations relative to the Project site).

I-880 is an eight lane north/south freeway, with three-mixed flow lanes and one HOV in each direction. I-880 provides regional access from East Bay cities to San Jose, where it becomes SR 17. The closest access to I-880 from the proposed Project would be via the interchange of I-880 and Stevenson Boulevard.

Stevenson Boulevard is primarily a six-lane, east/west roadway near the Project site. It serves the surrounding residential and commercial uses. It begins just west of Boyce Road and terminates at Mission Boulevard in the east. There is an existing site entrance to the Project site on the south leg of the Main Street/Stevenson Boulevard intersection.

Albrae Street is primarily a three-lane north/south, roadway that runs along the east side of the Project site. It provides direct access to the surrounding commercial and industrial uses. It runs from Christy Street in the south to Stevenson Boulevard in the north, where it becomes Balentine Drive. Albrae Street provides direct access to the Project site via four full-access driveways.

Encyclopedia Circle is a two-lane roadway that provides direct access to the surrounding industrial uses. Encyclopedia Circle provides no direct access to the Project site at this time.

Cedar Boulevard is a north/south, four-lane roadway that is located directly north of the Project site. This roadway serves commercial/retail, industrial, and residential areas.

Existing Bicycle and Pedestrian Facilities

According to the Alameda Countywide Bicycle Plan, the closest bike facilities to the Project site are located on Cedar Boulevard, Stevenson Boulevard, and Boyce Road.

Pedestrian facilities in the Project area consist primarily of sidewalks along the streets near the Project site. Sidewalks and crosswalks are found along virtually all previously-described local roadways in the study area and along the local collectors near the site.

Existing Transit Service

Existing transit service to the study area is provided by AC Transit. The study area is served directly by three bus routes.

Stevenson Boulevard Route 214: Route 214 operates Monday through Friday between 5:30 AM and 10:30 PM. Route 214 travels between Fremont BART and Lido Faire, and runs along Stevenson Boulevard. Headways are every 30 minutes.

Albrae Street Route 235: Route 235 operates primarily during peak commute hours between 6:40 to 8:40 AM, and 4:05 to 6:30 PM, Monday through Friday. Route 235 travels between Fremont BART and Albrae Street. Headways are every 20 minutes. Route 235 makes one midday trip between 12:00 and 1:00 PM.

Newark Transbay Service SB: The Newark Transbay Express SB route operates only during the peak commute hours between 5:15 to 8:45 AM, and 4:00 to 7:45 PM, Monday through Friday. In the study area, the SB Transbay Express route originates in the Stevenson/Cedar area and travels north on Cedar Boulevard toward northern Fremont. Headways are every 20-40 minutes in the study area.

Existing Intersection Levels of Service

Existing peak-hour traffic volumes were obtained from the City of Fremont and supplemented with manual turning-movement counts at intersections where counts were either unavailable or outdated. The traffic count data are presented in Appendix A of the 6000 Stevenson Boulevard Redevelopment Transportation Impact Analysis report, prepared for the City of Fremont by Hexagon Transportation Consultants, Inc. on March 28, 2005 (available for review at the offices of the City of Fremont, Development and Environmental Services, 39550 Liberty Street, Fremont, California).

The results of the level of service analysis under existing conditions are summarized in **Table 3-5**. The results show that, measured against the City of Fremont level of service standards, all of the signalized study intersections currently operate at an acceptable LOS C (volume-to-capacity [V/C] ratio of <0.80) or better during the weekday PM and Saturday midday peak hours. The unsignalized intersection at Main Street and Stevenson Boulevard operates at LOS C during the weekday PM and Saturday midday peak hours. The unsignalized intersection at Encyclopedia Circle and Stevenson Boulevard operates at LOS B or better during the weekday PM and Saturday midday peak hours. The level of service calculation sheets are presented in Appendix D of the 6000 Stevenson Boulevard Redevelopment Transportation Impact Analysis report, prepared for the City of Fremont by Hexagon Transportation Consultants, Inc. on March 28, 2005 (available for review at the offices of the City of Fremont, Development and Environmental Services, 39550 Liberty Street, Fremont, California).

Existing Signal Warrants

Peak-hour signal warrants (*Caltrans Traffic Manual*, Chapter 9, Warrant 11) were conducted for the 2 currently unsignalized intersections to determine whether signalization would be justified on the basis of existing peak-hour volumes. The analysis showed that the unsignalized study intersections do not meet the peak-hour volume warrant.

Observed Existing Traffic Conditions

Traffic conditions in the field were observed in order to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to intersection level of service, and (2) to identify any locations where the level of service calculation does not accurately reflect level of service in the field.

TABLE 3-5: EXISTING INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Existing Ave. Delay	LOS	V/C Ratio
I-880 Northbound Ramps and Stevenson Blvd	Sat Midday	9.3	A	0.504
	PM	11.4	B	0.634
I-880 Southbound Ramps and Stevenson Blvd	Sat Midday	12.2	A	0.555
	PM	13.3	B	0.648
Albrae Street and Stevenson Blvd	Sat Midday	30.8	C	0.733
	PM	28.0	B	0.677
Main Street and Stevenson Blvd (Unsignalized)[1]	Sat Midday	15.8	C	-
	PM	19.8	C	-
Cedar Blvd and Stevenson Blvd	Sat Midday	11.3	A	0.335
	PM	12.8	A	0.398
Encyclopedia Circle and Stevenson Blvd (Unsignalized)[1]	Sat Midday	9.8	A	-
	PM	11.5	B	-

Note: Level of Service Analysis was conducted for Near Term conditions only

[1] Unsignalized LOS represents the delay on the worst leg of the intersection

Overall, the study intersections operated well during the weekday PM and Saturday midday peak hours, and the level of service analysis appears to accurately reflect actual existing traffic conditions. However, field observations showed that some operational problems currently occur at the following locations near the project site during the weekday PM and Saturday midday peak hours:

- The through/left and right turn vehicle queues on northbound Albrae Street occasionally extend beyond the driveways immediately south of the Albrae St./Stevenson Blvd. intersection. The queues ranged from 8 to 17 vehicles.

- The through/right turn vehicle queues on eastbound Stevenson Boulevard frequently extend beyond the driveway immediately west of the Albrae St./Stevenson Blvd. intersection. The queues ranged from 6 to 12 vehicles.

- There are also a considerable number of left turns being made from southbound Albrae Street into the former Costco site (Site II, currently vacant). Vehicle queues in the left lane frequently extend past the immediate eastside driveway to the north and occasionally extend past the westside driveway. The queues ranged from 2 to 8 vehicles. (NOTE: This

was a condition observed when Costco was located along Albrae Street, but Costco has since relocated out of the area. The Hexagon Traffic Study under Project conditions models a more intense land use for the vacated Costco site.)

Near Term Background Conditions

Near term background conditions are defined as conditions just prior to completion of the proposed development. Traffic volumes for background conditions comprise volumes from existing traffic counts plus traffic generated by other approved developments in the vicinity of the site. There are no planned improvements that would affect the near term background study locations. Transit service, bicycle, and pedestrian facilities under near term background conditions were assumed to remain unchanged from existing conditions.

Near Term Background Traffic Volumes

Near term background peak-hour traffic volumes were established by adding to existing volumes the estimated traffic from approved but not yet constructed developments. The approved projects are shown in **Table 3-6**. The approved trips are presented in Appendix B of the 6000 Stevenson Boulevard Redevelopment Transportation Impact Analysis report, prepared for the City of Fremont by Hexagon Transportation Consultants, Inc. on March 28, 2005 (available for review at the offices of the City of Fremont, Development and Environmental Services, 39550 Liberty Street, Fremont, California).

Near Term Background Intersection Levels of Service

The results of the intersection level of service analysis under near term background conditions are summarized in **Table 3-7** (see **Figure 2.1** for intersection locations). The results show that, measured against the City of Fremont level of service standards, all of the signalized intersections would operate at LOS C or better during the weekday PM and Saturday midday peak hours. The unsignalized intersection of Main Street and Stevenson Boulevard would operate at LOS C during the Saturday midday peak hour and LOS E during the weekday PM peak hour. The unsignalized intersection of Encyclopedia Circle and Stevenson Boulevard would operate at LOS C or better for the weekday PM and Saturday midday peak hours. The level of service calculation sheets presented in Appendix D of the 6000 Stevenson Boulevard Redevelopment Transportation Impact Analysis report, prepared for the City of Fremont by Hexagon Transportation Consultants, Inc. on March 28, 2005 (available for review at the offices of the City of Fremont, Development and Environmental Services, 39550 Liberty Street, Fremont, California).

TABLE 3-6: APPROVED PROJECTS

Project	Size/Use
Central/Timber Retail	4,000 sf. retail
Silliman Center	32,300 sf. retail
Ohlone College	4,000-students
Pacific Commons	4,698,000 sf. office 1,112,500 sf industrial 710,000 sf retail 300,000 sf auto center
Fremont MRF	192,000 sf warehouse

TABLE 3-7: NEAR TERM BACKGROUND INTERSECTION LEVELS OF SERVICE

		Existing			Background		
Intersection	Peak Hour	Ave. Delay	LOS	V/C Ratio	Ave. Delay	LOS	V/C Ratio
I-880 Northbound Ramps and Stevenson Blvd	Sat Midday	9.3	A	0.504	9.6	A	0.514
	PM	11.4	B	0.634	12.8	C	0.709
I-880 Southbound Ramps and Stevenson Blvd	Sat Midday	12.2	A	0.555	12.3	A	0.558
	PM	13.3	B	0.648	15.2	C	0.726
Albrae Street and Stevenson Blvd	Sat Midday	30.8	C	0.733	31.1	C	0.740
	PM	28.0	B	0.677	30.7	C	0.763
Main Street and Stevenson Blvd (Unsignalized)[1]	Sat Midday	15.8	C	-	16.5	C	-
	PM	19.8	C	-	36.3	E	-
Cedar Blvd and Stevenson Blvd	Sat Midday	11.3	A	0.335	11.1	A	0.335
	PM	12.8	A	0.398	12.4	A	0.513
Encyclopedia Circle and Stevenson Blvd (Unsignalized)[1]	Sat Midday	9.8	A	-	9.9	A	-
	PM	11.5	B	-	15.3	C	-

Note: Level of Service Analysis was conducted for Near Term conditions only

[1] Unsignalized LOS represents the delay on the worst leg of the intersection

3.3.2 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Development of the Project site under the proposed General Plan Amendment would have a significant environmental impact (based on CEQA Guidelines, Appendix G: Environmental Checklist Form) if it were to result in:

- An increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections);
- Exceeding (either individually or cumulatively) a level of service standard established by the County congestion management agency for designated roads or highways;
- A change in air traffic patterns (including either an increase in traffic levels or a change in location) that results in substantial safety risks;
- A substantial increase in hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Inadequate emergency access;
- Inadequate parking capacity; or
- A conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the PM and Saturday midday peak hours. As part of the project trip distribution, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described further in the following sections.

Trip Generation

Through empirical research, data have been collected that correlate to common land uses their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development.

The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates to the size of the development. The standard trip generation rates are published in the Institute of Transportation Engineers (ITE) manual entitled *Trip Generation, seventh edition.* The Project trip generation estimates are presented in **Table 3-8**.

A 25 percent passby rate was applied to the shopping center and restaurant peak hour trips. These estimates are conservative based on ITE rates, which show pass-by rates of between 26 percent and 34 percent for retail uses. The word "primary" is used to describe new trips that would be added to the roadway network, while "pass-by" is used to differentiate trips that are assumed to already be on the roadway network. Existing trips from the Project site were estimated through a field survey, during which, vehicles were counted at 20-minute intervals at all of the site driveways during the weekday PM and Saturday midday peak hours. These trips were then subtracted from the overall trip generation. "Net trips" are the new trips that would be generated by the proposed Project. Net trips represent Project condition trip generation minus the site's existing trip generation.

The Project would generate 1,229 net primary trips during the weekday PM peak hour and 1,650 net primary trips during the Saturday midday peak hour. In addition to the primary trips, the shopping center and restaurant space for this Project are estimated to attract 410 pass-by trips during the PM peak hour and 550 pass-by trips during the Saturday midday peak hour.

Trip Distribution & Assignment

The trip distribution pattern for the proposed Project was estimated based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. The trip distribution pattern is shown graphically on **Figure 3.2**. The peak-hour trips generated by the proposed development were assigned to the roadway system in accordance with the trip distribution pattern discussed above. The assignment of Project trips at each study intersection is shown in Appendix C of the 6000 Stevenson Boulevard Redevelopment Transportation Impact Analysis report, prepared for the City of Fremont by Hexagon Transportation Consultants, Inc. on March 28, 2005 (available for review at the offices of the City of Fremont, Development and Environmental Services, 39550 Liberty Street, Fremont, California).

Project Traffic Volumes

Project trips, as represented in the above Project trip assignment, were added to future background traffic volumes to obtain background plus Project traffic volumes. Background traffic volumes plus Project trips are typically referred to simply as *Project conditions*; this is contrasted with the term *Project trips*, which is used to signify the traffic that is produced specifically by the Project. The Project condition volumes at the site driveways along with the Albrae Street/Stevenson Boulevard intersection are shown in **Figure 3.3**. Project condition traffic volumes for all study intersections are tabulated in available for review in Appendix C of

the 6000 Stevenson Boulevard Redevelopment Transportation Impact Analysis report, prepared for the City of Fremont by Hexagon Transportation Consultants, Inc. on March 28, 2005 (available for review at the offices of the City of Fremont, Development and Environmental Services, 39550 Liberty Street, Fremont, California).

Project Intersection Analysis

Project intersection impacts are determined based on the difference between background and Project conditions (see **Table 3-9**). With the Project, most of the signalized intersections would operate at LOS D or better during the weekday PM and Saturday midday peak hours. However, the intersection at Albrae Street/Stevenson Boulevard would operate at LOS F during the PM and Saturday midday peak hours. The unsignalized intersection at Main Street/Stevenson Boulevard would operate at LOS D during the Saturday midday peak hour and LOS F during weekday PM peak hour.

IMPACT 3.3.1: LOS F Operations at Albrae Street/Stevenson Boulevard Intersection During the PM and Saturday Midday Peak Hours (Near Term). This would represent a **significant environmental impact.**

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 3.3.1: Install Additional Northbound Left-Turn Lane and Additional Eastbound Right-Turn Lane. An additional northbound left-turn lane would be needed. In the eastbound direction, the addition of one right turn lane would be needed.

RESULTING LEVEL OF SIGNIFICANCE

With these measures, the LOS at the Albrae Street/Stevenson Boulevard intersection would improve to LOS D during the PM and Saturday midday peak hours, reducing this impact to a level of *less than significant*.

IMPACT 3.3.2: LOS F Operations at Main Street/Stevenson Boulevard Intersection During Weekday PM Peak Hour (Near Term). This would represent a **significant environmental impact**.

RECOMMENDED MITIGATION MEASURES

MITIGATION MEASURE 3.3.2A: Install Traffic Signal. The intersection of Main Street/Stevenson Boulevard would need to be signalized. This would allow for 40 percent of the Project trips from the westbound left turn at Albrae Street/Stevenson Boulevard to be diverted to the westbound left turn at Main Street/Stevenson Boulevard.

TABLE 3-8: PEAK HOUR TRIP GENERATION – NEAR TERM

Scenario	Site	Use	Size (SF)	PM Peak Hour Trip Rate[a]	PM Peak Hour Trips Total	PM Peak Hour In	PM Peak Hour Out	Saturday Peak Hour Trip Rate[d]	Saturday Peak Hour Trips Total	Saturday Peak Hour In	Saturday Peak Hour Out
Proposed Uses	1	Shopping Center	439,550	3.75	1,648	791	857	4.97	2,185	1,136	1,049
	2	Freestanding Discount	125,500	5.06	635	318	317	7.58	951	485	466
		Quality Restaurant	2,000	7.49	15	10	5	10.82	22	13	9
	3	Shopping Center	97,000	3.75	364	175	189	4.97	482	251	231
[A] Subtotal			664,050		2,662	1,294	1,368		3,640	1,885	1,755
Passby[b]				25%	-666	-324	-342	25%	-910	-471	-439
[B] Total Project Primary Trips[c]					1,997	971	1,026		2,730	1,414	1,316
Existing Trips Surveyed [C][e]					1,023	477	546		1,440	765	675
Passby[b]				25%	-256	-119	-137	25%	-360	-191	-169
[D] Net Existing Primary Trips[c]					767	358	410		1,080	574	506
Net Project Trip Generation [A] -[C]					1,639	817	822		2,200	1,120	1,080
Net Total Primary Project Trips [B] - [D][c]					1,229	613	617		1,650	840	810
Net Passby					410	204	206		550	280	270

Note: Numbers may not add due to rounding. Near term conditions defined as just after the completion of the project.

[a] All Rates based on ITE Trip Generation, "Average" rate, during the weekday 4:00 PM to 6:00 PM period

[b] 25% Passby rate assumed for shopping center uses based on ITE, which shows rates of between 26% and 34%

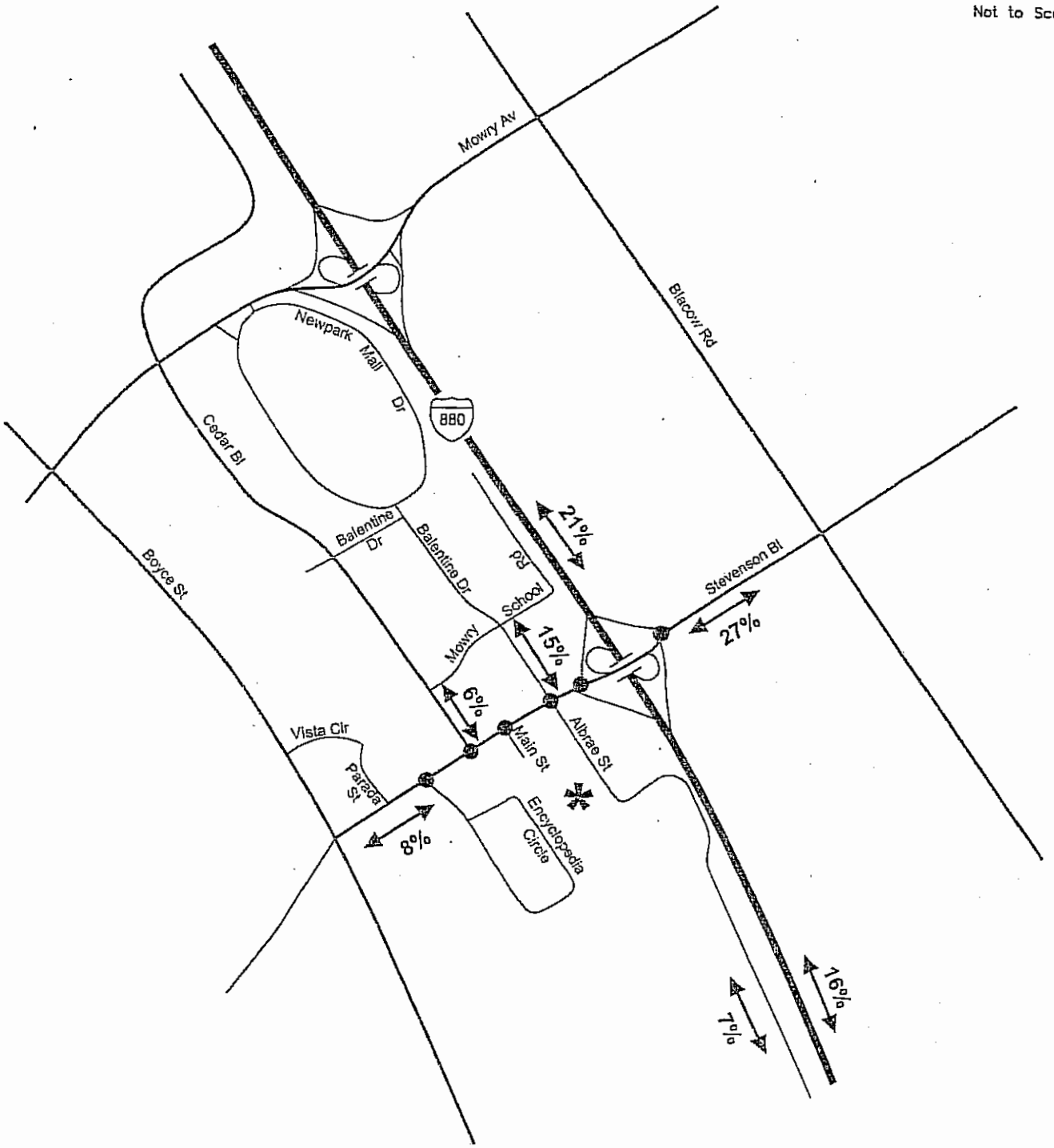
[c] Primary Trips = Subtotal Trips less Passby Trips

[d] All Rates based on ITE Trip Generation, "Average" rate, during Saturday peak hour of generator

[e] Volumes from existing site based on 20 minute field observations at each driveway.

Figure 3.2: Project Trip Distribution

Not to Scale



LEGEND

= Site Location

= Study Intersection

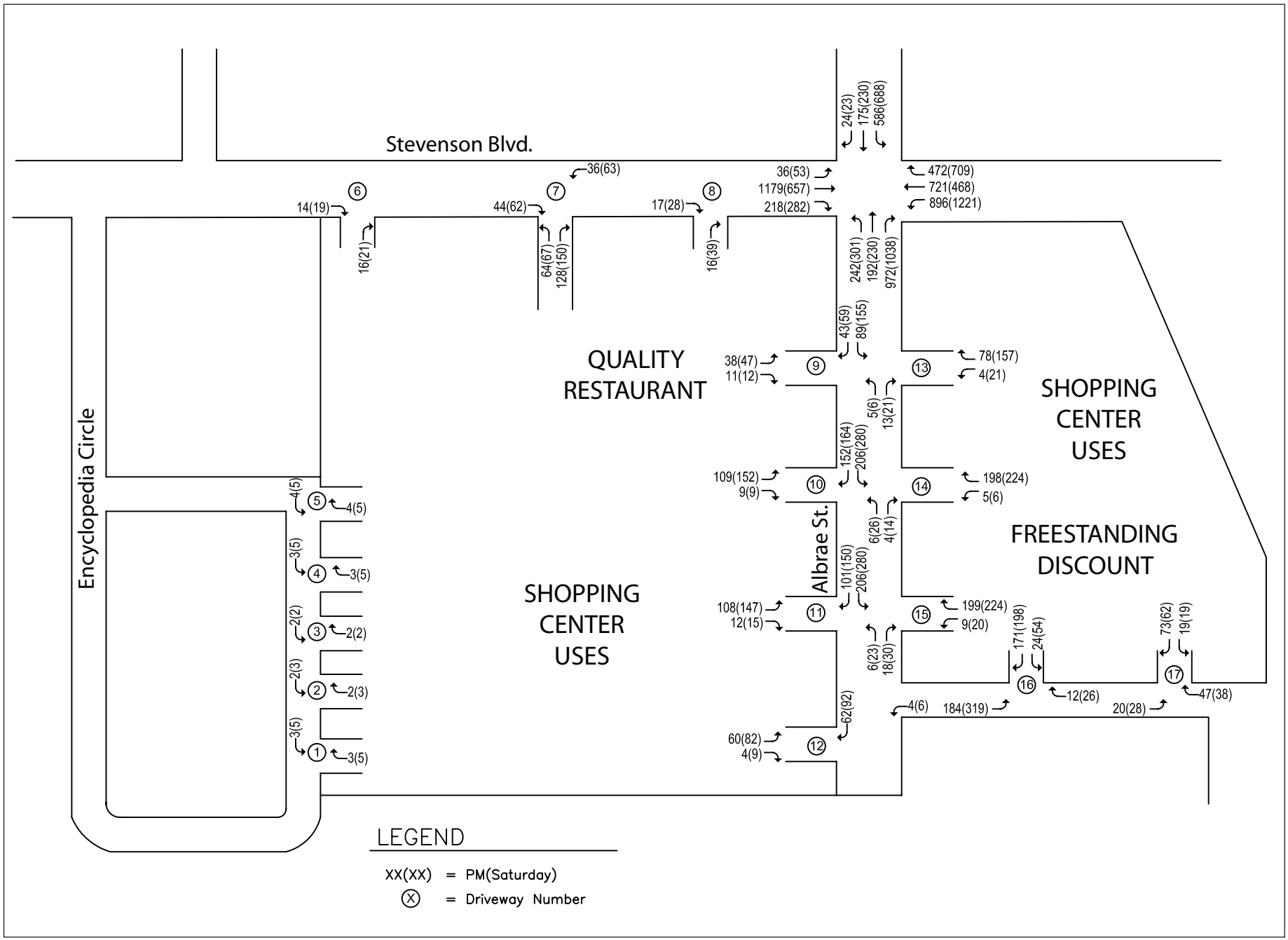


Figure 3.3
Project Driveway Volumes

SOURCE: Hexagon Transportation Consultants

TABLE 3-9: PROJECT NEAR TERM INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Existing Average Delay	LOS	V/C Ratio	Background Average Delay	LOS	V/C Ratio	Project Average Delay	LOS	V/C Ratio
I-880 Northbound Ramps and Stevenson Blvd	Sat Midday	9.3	A	0.504	9.6	A	0.514	11.1	B	0.616
	PM	11.4	B	0.634	12.8	C	0.709	17.9	C	0.785
I-880 Southbound Ramps and Stevenson Blvd	Sat Midday	12.2	A	0.555	12.3	A	0.558	14.1	B	0.655
	PM	13.3	B	0.648	15.2	C	0.726	20.5	C	0.798
Albrae Street and Stevenson Blvd[2]	Sat Midday	30.8	C	0.733	31.1	C	0.740	**249.9**	**F**	**1.280**
	PM	28.0	B	0.677	30.7	C	0.763	**158.7**	**F**	**1,165**
Main Street and Stevenson Blvd (Unsignalized)[1,3]	Sat Midday	15.8	C	---	16.5	C	---	26.1	D	---
	PM	19.8	C	---	36.3	E	---	**129.1**	**F**	**---**
Cedar Blvd and Stevenson Blvd	Sat Midday	11.3	A	0.335	11.1	A	0.335	11.2	A	0.338
	PM	12.8	A	0.398	12.4	A	0.513	12.9	A	0.542
Encyclopedia Circle and Stevenson Blvd (Unsignalized)[1]	Sat Midday	9.8	A	---	9.9	A	---	12.0	B	---
	PM	11.5	B	---	15.3	C	---	16.8	C	---

Note: Level of Service Analysis was conducted for Near Term conditions only. Near Term conditions defined as just after the completion of the proposed project.

[1] Unisignalized LOS represents the delay on the worst leg of the intersection.

[2] Mitigation = 40% volume reduction on WBL, added NB left turn lane and an EB right turn lane

[3] Mitigation = Signalized intersection assumes N/S (Main Street) permitted and E/W protected

MITIGATION MEASURE 3.3.2B: Install Signal Interconnect on Stevenson Boulevard. Due to the close proximity of the new signal at Main Street/Stevenson Boulevard to adjacent traffic signals (approximately 400 feet), a new signal interconnect would be needed between the intersections of Farwell Drive-Omar Street/Stevenson Boulevard and Boyce Road/Stevenson Boulevard. The development of a coordinated signal timing plan should be implemented along Stevenson Boulevard to coordinate the signals adjacent to the Project frontage (Stevenson Boulevard from Boyce to Albrae). Upgraded traffic signal controllers and associated communications equipment would be needed at Stevenson/Albrae and Stevenson/Cedar.

RESULTING LEVEL OF SIGNIFICANCE

With these improvements, the Main Street/Stevenson Boulevard intersection would operate at LOS B during the weekday PM and Saturday midday peak hours, reducing this impact to a level of *less than significant*.

IMPACT 3.3.3: LOS F Operations for Left-Turn Access on Albrae Street at the Project Driveways. This would represent a **significant environmental impact**.

RECOMMENDED MITIGATION MEASURE

MITIGATION MEASURE 3.3.3: Widen Albrae Street. Albrae Street along the Project frontage would need to be widened to accommodate two northbound lanes, two southbound lanes, and a center left turn lane. This would be needed in order for left turn access to occur into and out of the proposed Project driveways.

RESULTING LEVEL OF SIGNIFICANCE

Widening Albrae Street would permit left-turn access to occur into and out of the proposed Project driveways, reducing this impact to a level of *less than significant*. Additional recommendations for Albrae Street intersection improvements are presented below in the discussion of site circulation and access.

Signal Warrant Analysis

For the unsignalized intersections at Main Street/Stevenson Boulevard and Stevenson Boulevard/Encyclopedia Circle, an assessment was made of the need for signalization. This assessment was made on the basis of the Peak-hour Volume Signal Warrant, Warrant #11, described in the CALTRANS *Traffic Manual*. This method makes no evaluation of intersection level of service, but simply provides an indication whether peak-hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal.

The peak-hour signal warrant analysis was conducted for the weekday PM and Saturday midday peak hours under existing and Project traffic volumes. The results are summarized in **Table 3-10** (see Appendix E of the 6000 Stevenson Boulevard Redevelopment Transportation Impact Analysis report, prepared for the City of Fremont by Hexagon Transportation Consultants, Inc. on March 28, 2005 [available for review at the offices of the City of Fremont, Development and Environmental Services, 39550 Liberty Street, Fremont, California] for signal warrant graphs). The Main Street/Stevenson Boulevard intersection meets the signal warrant criteria with the Project during the weekday PM and Saturday midday peak hours. As previously described, it is recommended that this intersection be signalized as part of the proposed Project.

The Stevenson Boulevard/Encyclopedia Circle intersection meets the signal warrant criteria under the weekday PM peak hour for both project scenarios. However, with the Project, the Stevenson Boulevard/Encyclopedia Circle intersection would operate at an acceptable LOS C or better during the PM and Saturday midday peak hours. For this reason, a traffic signal is not recommended at this location at this time.

TABLE 3-10: PEAK HOUR SIGNAL WARRANT SUMMARY

	Weekday PM		SAT Midday	
	Existing	Project	Existing	Project
Major Street: Stevenson Blvd total of both approaches – VPH	1484	**2222**	1149	**1456**
Minor Street: Project Driveway highest volume approach – VPH	54	**192**	36	**217**
Major Street: Stevenson Blvd total of both approaches – VPH	784	**1454**	653	859
Minor Street: Encyclopedia Circle highest volume approach – VPH	223	**237**	17	37

Bold Denotes: Meets Signal Warrant

Project Impacts on Transit, Bicycle, and Pedestrian Services

The proposed Project would not result in the alteration of any existing bike or pedestrian facilities. Although the proposed Project would increase the demand for these facilities in the vicinity of the site, the addition of the Project trips, by themselves, would not create a demand for these facilities in excess of what is currently provided.

> **Recommendation.** The proposed Project would result in an increased demand for transit service to/from the site. To accommodate this demand, it is recommended that the City of Fremont, AC Transit, and the Project Applicant, coordinate efforts to increase bus access to the site.

As part of the proposed Project, the Project Applicant has proposed a shuttle service to and from the Fremont BART station. Although this would achieve the goal of increasing the site's accessibility, this service would be likely to have only a very small impact on overall trip generation. Assuming the Project-sponsored shuttle has 30 seats, and is half full, each shuttle trip would eliminate about 5 vehicle trips from the roadway network. Given that the overall Project generates thousands of peak hour trips, this would have a very small impact on overall trip generation from the Project.

Site Access and On-Site Circulation

Site Access

The Project would have twelve access points: five driveways on Encyclopedia Circle, three driveways on Stevenson Boulevard, and four driveways on Albrae Street (see **Figure 2.3**).

The review of the proposed driveways is based on ITE and the City of Fremont standards for driveway location, width, spacing, queuing, curb radii; and CALTRANS standards for sight distance. The applicable City of Fremont and ITE standards are as follows for commercial properties outside the Central Business District:

- The City of Fremont driveway design standards specify 16-foot curb radii
- Minimum driveway spacing = 27 feet (Fremont)
- Minimum driveway spacing from the nearest point of an intersection = 100 feet (Fremont)
- Maximum collective width of driveways on a particular street = 35 feet plus 8% of the property frontage (Fremont)
- Minimum width for 2 lane driveways = 30 feet ITE or 24 feet City of Fremont
- Maximum width for driveways = 35 feet, 40 feet for joint driveways (Fremont)

Albrae Street

The Project proposes four driveways on Albrae Street. These driveways would meet the spacing requirements listed above. The proposed site plan shows 115 feet of collective driveway widths for the four westside driveways. The Project site has 1,410 feet of frontage on the westside of Albrae Street, which allows up to 148 feet of combined driveway widths. Thus, the Project would meet the City standard for combined and minimum driveway widths on Albrae Street.

Despite acceptable driveway spacing, access to Albrae Street from the Project driveways in both scenarios will be problematic due to high traffic volumes on Albrae Street and the vehicle queues from the Albrae Street/Stevenson Boulevard intersection. The high number of vehicles in the northbound queue on Albrae Street would occasionally block driveways. The main access on Albrae Street would operate at LOS F during the PM and Saturday midday peak hours. By signalizing this intersection and assuming all of the recommended mitigation in this report is implemented, the intersection would operate at LOS D or better during the PM and Saturday midday peak hours.

> ***Recommendation*:** Install a traffic signal at the main access intersection on Albrae Street and stripe left turn lanes at all proposed driveways on Albrae Street. Provide two outbound lanes on Driveways at the main intersection on Albrae Street.

Stevenson Boulevard

The Project proposes three driveways on Stevenson Boulevard. These driveways would meet the spacing requirements. The proposed site plan shows 95 feet of collective driveway widths for the three driveways. The Project site has 875 feet of frontage on Stevenson Boulevard, which allows up to 105 feet of combined driveway widths on Stevenson Boulevard. Thus, the Project would meet the City standard for combined and minimum driveway widths on Stevenson Boulevard.

Access to the Stevenson Boulevard driveway immediately west of the Albrae Street/Stevenson Boulevard intersection will be problematic due to the vehicle queuing eastbound at this intersection. The eastbound shared through/right queue on Stevenson Boulevard immediately west of Albrae Street would limit the accessibility of that driveway. Thus, the driveway would likely be blocked during the peak hours.

> ***Recommendation*:** The Stevenson Boulevard driveway immediately west of the Albrae Street/Stevenson Boulevard intersection should be closed.

Encyclopedia Circle

The Project proposes five driveways on Encyclopedia Circle. These driveways would meet the spacing requirements. The proposed site plan shows 125 feet of collective driveway widths for the five driveways. The Project site has 1,075 feet of frontage on Encyclopedia Circle, which

allows up to 121 feet of combined driveway widths on Encyclopedia Circle. Thus, the Project would slightly exceed the City standard for combined driveway width on Encyclopedia Circle.

All of the proposed driveways on Encyclopedia Circle, except the central driveway, meet the City of Fremont standard minimum driveway width of 24 feet for two-lane driveways. Access to Encyclopedia Circle will operate with little or no delay because of the relatively low existing traffic volumes. Generally, it is desirable for all opposing driveways to line up at their centerlines. At intersections that are not properly aligned, the travel paths of left-turns conflict (i.e. the travel paths of opposing left-turns occupy the same physical space). The driveways on Encyclopedia Circle should be checked for alignment with those of the existing sites across the street.

> ***Recommendation:*** The driveways on Encyclopedia Circle should be checked for alignment with the existing driveways across the street. Due to low traffic volumes, one or two driveways may be eliminated.

General Site Access Recommendations

Adequate storage must be provided at all Project driveways to (1) allow exiting vehicles to not block parking stalls and (2) prevent entering vehicles from making sudden stops (due to vehicles backing out or entering stalls) and spilling back into the public street. The proposed Project would provide between 30 feet and 50 feet of storage at the Project entrances.

> ***Recommendation****:* Based on the anticipated traffic volumes, the Main Street/Stevenson Boulevard entrance should have a minimum storage of 100 feet (4 vehicles) with two outbound lanes. The main driveway on Albrae Street should have a minimum storage of 75 feet (3 vehicles) with two outbound lanes. The driveways on Encyclopedia Circle should have a minimum storage of 25 feet. All other driveways should have minimum storage of 50 feet (2 vehicles).

> ***Recommendation:*** All two-lane driveways should be a minimum of 24 feet wide with a minimum of 16-foot curb radii, per City of Fremont criteria. The two-lane driveways on Albrae Street should be a minimum of 30 feet wide due to heavy traffic volume. All three-lane driveways should be a minimum of 42 feet wide.

> ***Recommendation***. The landscaping is not shown on the current plan. Generally, landscaping and parking should not conflict with a driver's ability to locate a gap in traffic. Adequate corner sight distance (sight distance triangles) should be provided at all site driveways in accordance with Caltrans standards. Sight distance triangles should be measured approximately 10 feet back from the traveled way. Sight distance requirements vary depending on the roadway speeds. For Stevenson Boulevard, the sight distance requirement is 426 feet (i.e. a driver from a driveway must be able to see 426 feet down

Stevenson Boulevard in order to safely complete a turn). For Albrae Street and Encyclopedia Circle, the sight distance requirement is 295 feet.

Site Circulation

The onsite circulation was reviewed in accordance with generally accepted traffic engineering standards. The Project would provide 90-degree parking through most of the site, except in a few areas where angled parking would be provided.

Recommendation: The Main Street roadway should be designed so that it runs from Main Street/Stevenson Boulevard to the south end of the Project site. There should be no end-aisle circulation off this roadway. This would encourage vehicles to use the signal at Main Street and Stevenson Boulevard. This is necessary to improve the LOS at the intersection Albrae Street and Stevenson Boulevard and provide a viable alternative to accessing the Project site via Albrae Street.

Recommendation: Truck routes should be drawn to and from loading docks within the Project site.

The site plan shows good connectivity through the parking areas. The site plan shows good pedestrian links with walkways across Albrae Street and throughout the site.

On-site Parking

The Project Applicant should demonstrate that the proposed plan would comply with the City of Fremont Municipal Code (FMC) Section 8-22003 (b)(4) and section 8-2191 parking standards.

The Project proposes 1,157 on-site parking spaces to support 295,000 square feet of commercial development, and the FMC requires 1,180 (based on a ratio of 1 parking stall per 250 square feet of gross leasable space). The Project's Conceptual Site Plan as currently proposed would not satisfy the total minimum on-site parking requirements.

Recommendation: The Project should satisfy the total minimum on-site parking requirements.

Far Term Analysis (CMP Analysis)

The Alameda County Congestion Management Programs (CMP) includes a Land Use Analysis component to determine the impacts of land use decisions made by local jurisdictions on the regional transportation system. The intent of this program is to:

- Better tie together local land use and regional transportation facilities decisions;

- Better assess the impacts of developments in one community on another community;
- Promote information sharing between local governments when decisions made by one jurisdiction will have an impact on another.

Local jurisdictions have responsibilities regarding the analysis of transportation impacts of land use decisions. Among those is an analysis of project impacts on the Metropolitan Transportation System (MTS) for the 2010 and 2025 horizon years. For projects that generate more than 100 peak-hour vehicle trips, a CMP traffic analysis is required using the Countywide Transportation Demand Model.

In accordance with the *Technical and Policy Guidelines* of the Congestion Management Program, the analysis requires evaluation of the traffic impacts of land use proposals on the MTS. The Project is located just south of Stevenson Boulevard, west of the interchange with I-880. According to Figure 4 on page 17 of the *Designated Roadway System* Chapter of the CMP document, I-880 and Stevenson Boulevard (east of I-880), are the only MTS roadways in the vicinity of the Project.

According to the Congestion Management Agency's (CMA's) Technical and Policy Guidelines, the Project is categorized as a Tier I (b) project, which is a large-scale project consistent with the General Plan. For Tier I (b) projects, travel forecasts need to be developed with and without the Project for the 2010 and 2025 forecast years and the impact of the Project on the MTS roadway system needs to be evaluated.

Modeling of the Project

As described earlier in this report, the Project would intensify the use of the shopping center by converting underutilized buildings (such as the existing warehouse and discount club) into more intensified uses such as a high quality restaurant and a shopping center. The trip generation estimates for the Project show a net difference of about 391 PM peak-hour trips between the existing and proposed land uses. The trip generation for the proposed Far Term project is shown in **Table 3-11**.

It should be noted that the Near Term (see **Table 3-8**) and Far Term (see **Table 3-11**) trip generation processes are carried out differently. The Near Term trip generation is calculated by taking the existing traffic generated by the site and subtracting it from the estimated trip generation of the proposed Project. The Far Term trip generation is calculated based on potential use, which assumes full occupancy at the existing site and then compares that with full occupancy of the new Project.

A new traffic analysis zone was created as part of the Hexagon modeling to represent the Project and the zone was connected to Stevenson Boulevard. Using standard model factors, the size of the Project was converted to jobs. The land use for the Project zone included a total of 340 jobs (70 percent [or 238] retail, 20 percent [or 68] service, and 10 percent [or 34] other). The model was run and a select zone analysis performed to determine where the Project trips are coming

from and going to and which roads the Project traffic is likely to travel on. To be consistent with the ITE trip generation results, the Project trips estimated by the model were slightly adjusted to match the 391 trips that were calculated with the ITE rates. The traffic (selected zone) assignment of the Project trips is shown on **Figure 3.4**.

Long Term Impacts

The model assignment shows that most of the Project trips would travel on the major facilities such as I-880, Stevenson Boulevard, Boyce Road, and Cedar Boulevard. In order to determine the impact of the Project for the 2010 and 2025 horizon years, the Project volumes were added to the forecasted 2010 and 2025 PM peak-hour traffic volumes. The impact was measured on those MTS roadway segments that would experience an increase of at least 10 vehicles per lane per during the peak-hour. The resulting traffic volumes and volume-to-capacity ratios on the affected MTS roadway segments with and without the Project are shown in the **Table 3-12**.

The City of Fremont has an impact threshold of a V/C change of 0.05 when determining project impacts. **Table 3-12** shows that in 2010 and 2025, the MTS segments in the vicinity of the Project would operate at congested traffic conditions in the peak-directions. Although the Project would add some traffic to these roadways, the congestion would already exist without the Project, and traffic conditions would not considerably worsen under the Project. The increase in V/C created by the Project would be small and not rise to the threshold of significance for any study segments. In the off-peak direction, adequate capacity would remain to accommodate projected traffic volumes for 2010 and 2025 on most of the MTS segments.

In response to the Notice of Preparation, Saravana Suthanthira, Associate Transportation Planner, Alameda County Congestion Management Agency, requested clarification of how the Project-related increase in PM peak hour traffic volume shown in Table 13 and table 14 of the 6000 Stevenson Boulevard Redevelopment Transportation Impact Analysis could be below 100 on Stevenson Boulevard between I-880 and Blacow Road (see her letter of May 26, 2005 in **Appendix A**). As indicated above, the analysis presented in Scenario 2 of the 6000 Stevenson Boulevard Redevelopment Transportation Impact Analysis covers development of the Project site (shown as Site I on **Figure 2.3**) as well as areas beyond the Project site (shown as Site II and Site III on **Figure 2.3**). Under Scenario 2, development of the Project site (Site I) would represent approximately 60 percent of the total trips generated from the entire study area (Site I, Site II and Site III) during the PM peak hour in the Near Term and the Far Term. The 6000 Stevenson Boulevard Redevelopment Transportation Impact Analysis shows that 27 percent of the total trips from Site I, Site II and Site III in the PM peak hour (490 trips in Near Term, and 521 trips in Far Term) would be along Stevenson Boulevard between I-880 and Blacow Road. To get a more accurate estimate of Project-related trips in the PM peak hour along this roadway segment, these trip values should first be multiplied by 0.60 prior to applying the 27 percent value. The results (for the Near Term: 490 x 0.60 = 294, then 294 x 0.27 = 80; and for the Far Term: 521 x 0.60 = 313, then 313 x 0.27 = 85) indicate that Project-related traffic volume along Stevenson Boulevard between I-880 and Blacow Road would be less than 100 trips during the PM peak hour in the Near Term and in the Far Term.

TABLE 3-11: PEAK HOUR TRIP GENERATION – FAR TERM

				PM Peak Hour				Saturday Peak Hour			
Scenario	Site	Use	Size (SF)	Trip Rate[a]	Trips Total	In	Out	Trip Rate[d]	Trips Total	In	Out
Proposed Uses	1	Shopping Center	439,550	3.75	1,648	791	857	4.97	2,185	1,136	1,049
	2	Freestanding Discount	125,500	5.06	635	318	317	7.58	951	485	466
		Quality Restaurant	2,000	7.49	15	10	5	10.82	22	13	9
	3	Shopping Center	97,000	3.75	364	175	189	4.97	482	251	231
[A] Subtotal			664,050		2,662	1,294	1,368		3,640	1,885	1,755
Passby[b]				25%	-666	-324	-342	25%	-910	-471	-439
[B] Total Primary Trips[c]					1,997	971	1,026		2,730	1,414	1,316
Existing Uses	1	Shopping Center	306,450	3.75	1,149	552	597	4.97	1,523	792	731
		Warehouse	164,000	0.47	77	19	58	0.12	20	13	7
	2	Discount Club	127,000	4.24	538	269	269	6.85	870	426	444
	3	Shopping Center	100,500	3.75	377	181	196	4.97	499	259	240
[C] Subtotal			697,950		2,141	1,021	1,120		2,912	1,490	1,422
Passby[b]				25%	-535	-255	-280	25%	-728	-373	-356
[D] Total Primary Trips[c]					1,606	766	840		2,184	1,118	1,067
Net Trip Generation [A] -[C]					521	273	248		728	395	333
Total Primary Trip [B] - [D][c]					391	205	186		546	296	250

Note 1: Numbers may not add due to rounding.

Note 2: Far Term trip generation is calculated based on potential use, which assumes full occupancy at the existing site and compares that with full occupancy of the new project.

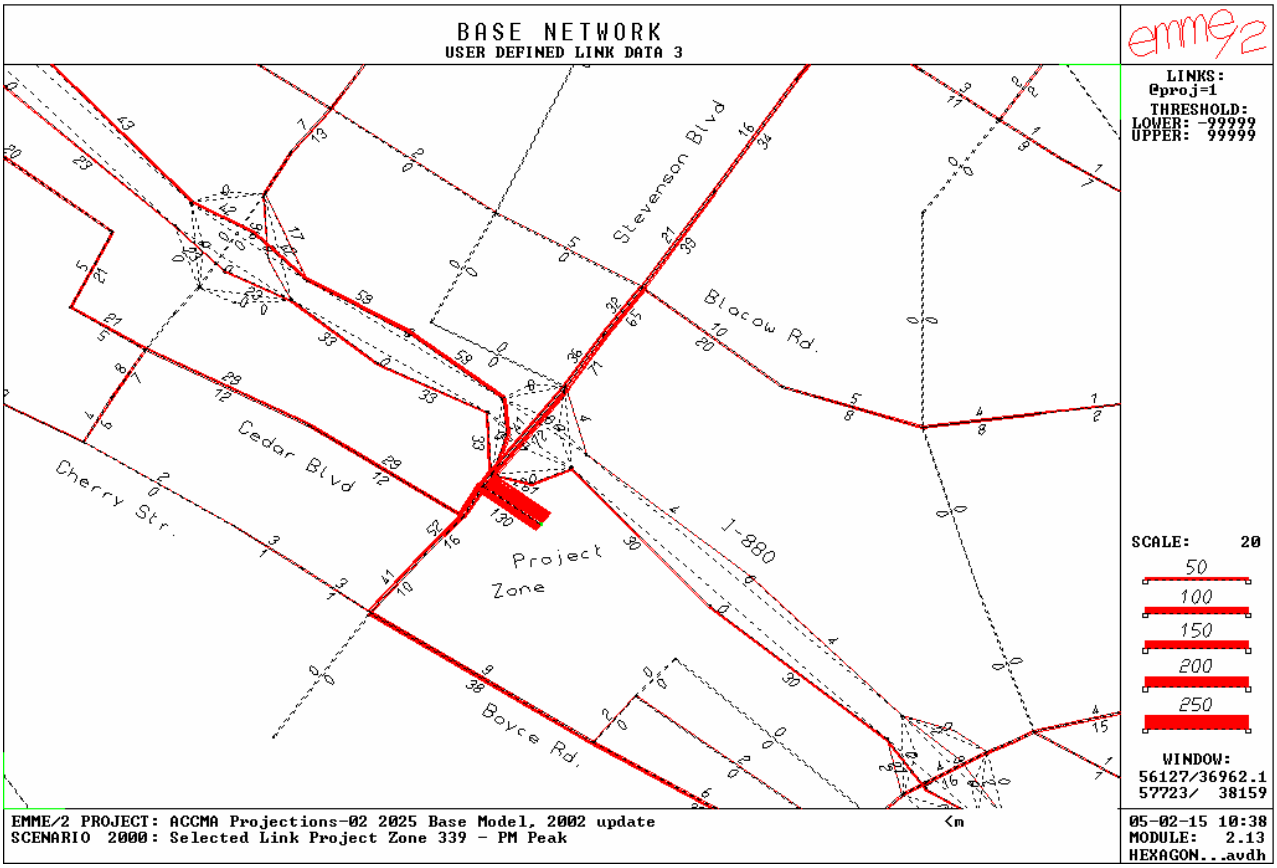
[a] All Rates based on ITE Trip Generation, "Average" rate, during the weekday 4:00 PM to 6:00 PM period

[b] 25% Passby rate assumed for shopping center uses based on ITE, which shows rates of between 26% and 34%

[c] Primary Trips = Subtotal Trips less Passby Trips

[d] All Rates based on ITE Trip Generation, "Average" rate, during Saturday peak hour of generator

Figure 3.4: Travel Demand Forecast Model Assignment



Year 2010 CMP Analysis - Increase in PM Peak Hour Volumes on Afffected MTS Roadway Segments

						Northbound/Eastbound					
			Number of	Lane	Segemnt	No Project		Project		Increase	
MTS Segment	From	To	of Lanes	Capacity	Capacity	Volume	V/C	Volume	v/c	Volume	in v/c
Stevenson Blvd	I-880	Blacow	3	900	2,700	1,311	0.49	1,342	0.50	31	0.01
Stevenson Blvd	Blacow	Fremont	2	900	1,800	954	0.53	970	0.54	16	0.01
I-880	SR84	Thornton	3	1,950	5,850	5,473	0.94	5,488	0.94	15	0.00
I-880	Thornton	Mowry	3	1,950	5,850	5,506	0.94	5,529	0.95	23	0.00
I-880	Mowry	Stevenson	3	1,950	5,850	4,926	0.84	4,958	0.85	32	0.01
I-880	Stevenson	Automall Parkway	3	1,950	5,850	4,923	0.84	4,953	0.85	30	0.01
I-880	Automall Parkway	Fremont Blvd	3	1,950	5,850	4,232	0.72	4,259	0.73	27	0.00

						Southbound/Westbound					
			Number of	Lane	Segemnt	No Project		Project		Increase	
MTS Segment	From	To	of Lanes	Capacity	Capacity	Volume	V/C	Volume	v/c	Volume	in v/c
Stevenson Blvd	I-880	Blacow	3	900	2,700	2,795	1.04	2,860	1.06	65	0.02
Stevenson Blvd	Blacow	Fremont	2	900	1,800	1,697	0.94	1,731	0.96	34	0.02
I-880	SR84	Thornton	4	1,950	6,825	6,968	1.02	6,999	1.03	31	0.00
I-880	Thornton	Mowry	4	1,950	6,825	6,861	1.01	6,904	1.01	43	0.01
I-880	Mowry	Stevenson	4	1,950	6,825	6,754	0.99	6,813	1.00	59	0.01
I-880	Stevenson	Automall Parkway	3	1,950	5,850	6,277	1.07	6,282	1.07	5	0.00
I-880	Automall Parkway	Fremont Blvd	3	1,950	5,850	5,399	0.92	5,401	0.92	2	0.00

Year 2025 CMP Analysis - Increase in PM Peak Hour Volumes on Afffected MTS Roadway Segments

						Northbound/Eastbound					
			Number of	Lane	Segemnt	No Project		Project		Increase	
MTS Segment	From	To	of Lanes	Capacity	Capacity	Volume	V/C	Volume	v/c	Volume	in v/c
Stevenson Blvd	I-880	Blacow	3	900	2,700	1,497	0.55	1,528	0.57	31	0.01
Stevenson Blvd	Blacow	Fremont	2	900	1,800	1,060	0.59	1,076	0.60	16	0.01
I-880	SR84	Thornton	3	1,950	5,850	5,548	0.95	5,563	0.95	15	0.00
I-880	Thornton	Mowry	3	1,950	5,850	5,554	0.95	5,577	0.95	23	0.00
I-880	Mowry	Stevenson	3	1,950	5,850	5,062	0.87	5,094	0.87	32	0.01
I-880	Stevenson	Automall Parkway	3	1,950	5,850	5,126	0.88	5,156	0.88	30	0.01
I-880	Automall Parkway	Fremont Blvd	3	1,950	5,850	4,667	0.80	4,694	0.80	27	0.00

						Southbound/Westbound					
			Number of	Lane	Segemnt	No Project		Project		Increase	
MTS Segment	From	To	of Lanes	Capacity	Capacity	Volume	V/C	Volume	v/c	Volume	in v/c
Stevenson Blvd	I-880	Blacow	3	900	2,700	3,104	1.15	3,169	1.17	65	0.02
Stevenson Blvd	Blacow	Fremont	2	900	1,800	1,910	1.06	1,944	1.08	34	0.02
I-880	SR84	Thornton	4	1,950	6,825	7,231	1.06	7,262	1.06	31	0.00
I-880	Thornton	Mowry	4	1,950	6,825	6,963	1.02	7,006	1.03	43	0.01
I-880	Mowry	Stevenson	4	1,950	6,825	6,763	0.99	6,822	1.00	59	0.01
I-880	Stevenson	Automall Parkway	3	1,950	5,850	6,520	1.11	6,525	1.12	5	0.00
I-880	Automall Parkway	Fremont Blvd	3	1,950	5,850	5,679	0.97	5,681	0.97	2	0.00

Mitigation Summary

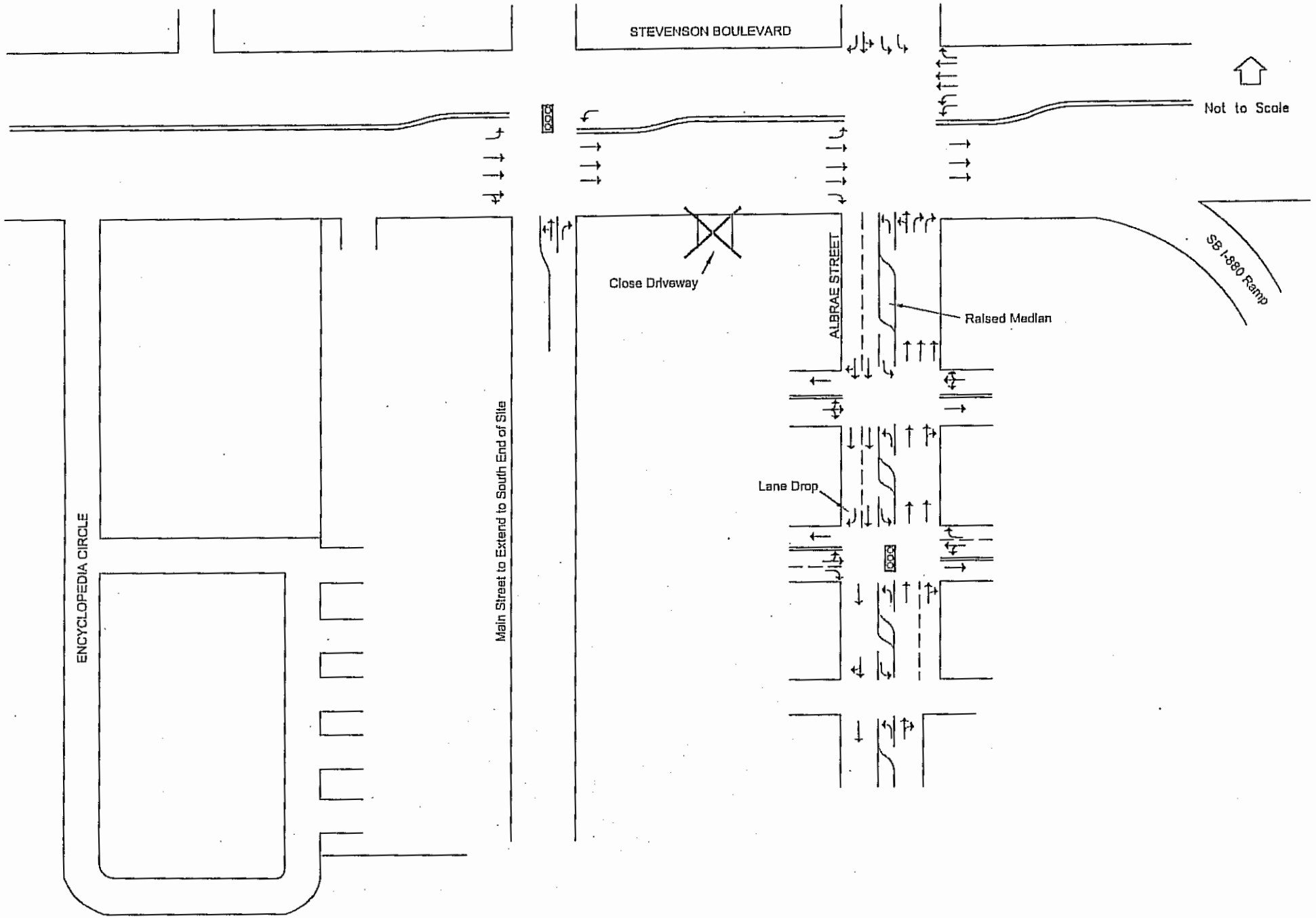
The proposed Project would result in dramatic traffic increases around the Project site. Several recommendations were made to improve the project traffic and parking conditions. With regard to overall site access and adjacent street operations, even with the recommended measures, there will be considerable traffic congestion in the area as a result of Project conditions. High traffic volumes on Albrae Street will contribute to site access problems for northbound and southbound vehicles. The Project would have a significant impact on the weekday PM and Saturday midday peak hour levels of service at the intersection of Albrae Street and Stevenson Boulevard. As previously described, the impacts created by the Project would require a combination of mitigation measures. These are summarized on **Figure 3.5**. However, even with these recommendations, there is likely to be considerable traffic congestion around the Project.

Because the recommended Project mitigation would result in a significant redistribution of traffic volumes in and around the Project site, a queuing analysis was performed at the study locations under mitigated conditions. This is summarized in **Table 3-13**. To accommodate the 95th percentile design queues (the design length of queuing lane available so that queues do not exceed this available queuing space 95 percent of the time), the following would be necessary:

- The two westbound left-turn lanes at Albrae Street and Stevenson Boulevard would need to accommodate 36 vehicles under scenario 1, requiring 900 feet of storage, and 37 vehicles under scenario 2, requiring 925 feet of storage. The existing storage space is approximately 460 feet total.
- The northbound left-turn lane at Albrae Street and Stevenson Boulevard would need to accommodate 16 vehicles under scenario 1, requiring 400 feet of storage, and 17 vehicles under scenario 2, requiring 425 feet of storage. The existing storage space as striped is approximately 325 feet.
- The westbound left-turn lane at Main Street and Stevenson Boulevard would need to accommodate 9 vehicles under both scenario 1 and 2, requiring 225 feet of storage. The existing storage space is approximately 75 feet.

Any unmitigated deficiencies would result in the blockage of the left-most westbound/through lanes on Stevenson Boulevard. Given the amount of existing storage and lane configurations at the subject locations, it is unlikely that the 95th percentile design queues could be accommodated under Project conditions.

Figure 3.5: Recommended Project Mitigation Summary



Hexagon
Transportation Consultants, Inc.

TABLE 3-13: INTERSECTION QUEUING SUMMARY

			Project with Mitigation	
Intersection	Peak Hour	Movement	Vehicle Queue /[a]/	Required Storage All Lanes (ft.)/[b]/
Albrae and Stevenson Blvd	PM	NBL[c]	14	350
	Sat		17	425
	PM	WBL	29	725
	Sat		37	925
Project Driveway and Stevenson Blvd	PM	WBL	9	225
	Sat		9	225

/[a]/ Design queue calculated by TRAFFIX (# of vehicles)
/[b]/ Required storage is calculated based on TRAFFIX output as follows:
Design Vehicle Queue x Average Length of Vehicle (25 feet)

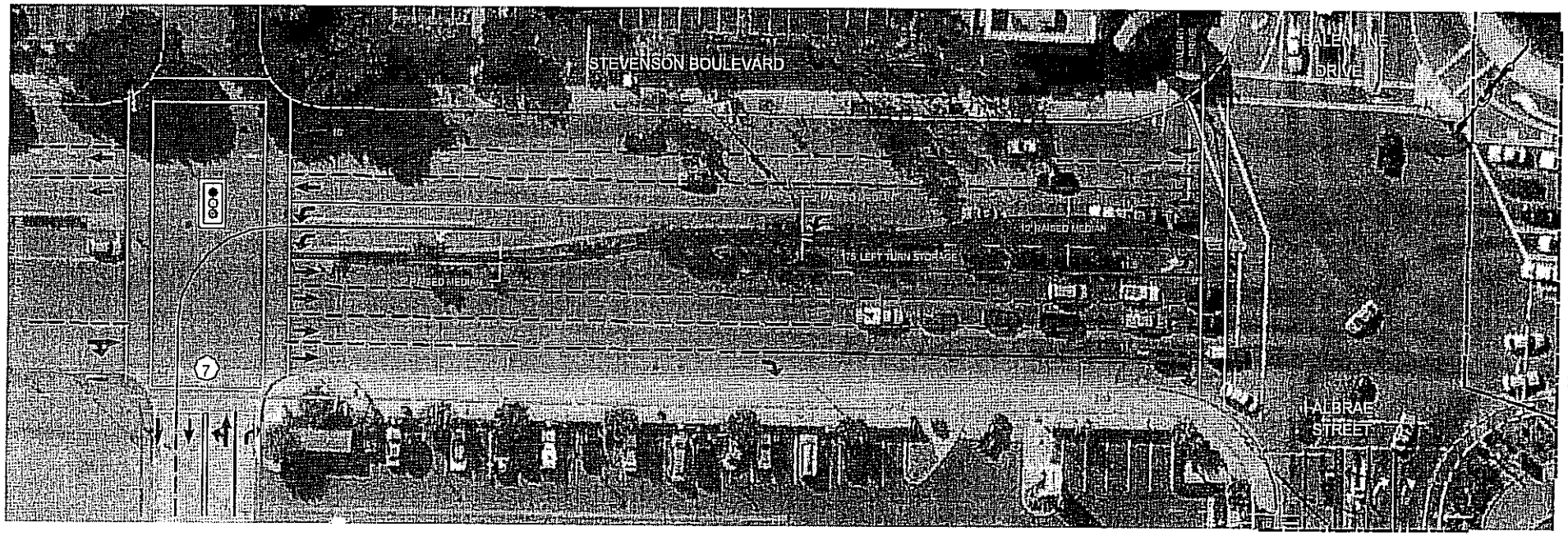
Recommendations Summary

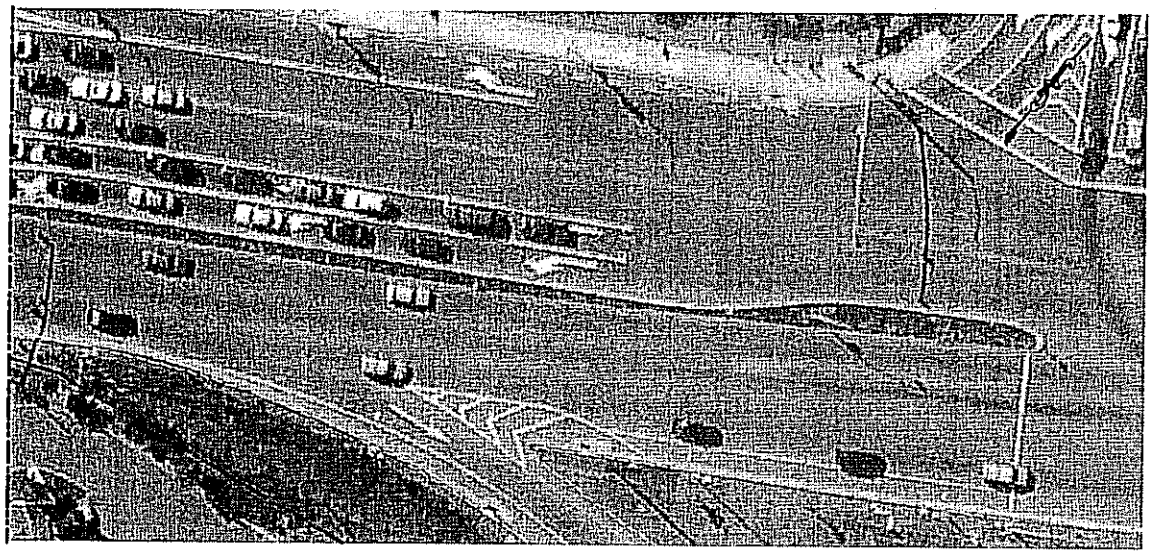
- The proposed Project would result in an increased demand for transit service to/from the site. To accommodate this demand, it is recommended that the City of Fremont, AC Transit, and the Project Applicant, coordinate efforts to increase bus access to the site.
- A traffic signal should be installed at the main access intersection on Albrae Street, and left turn lanes should be striped at all proposed driveways on Albrae Street. Two outbound lanes on the driveway at the main intersection on Albrae Street should be provided.
- The Stevenson Boulevard driveway immediately west of the Albrae Street/Stevenson Boulevard intersection should be closed.
- The driveways on Encyclopedia Circle should be checked for alignment with the existing driveways across the street. Due to low traffic volumes, one or two driveways may be eliminated.
- Based on the anticipated traffic volumes, the Main Street/Stevenson Boulevard entrance should have a minimum storage of 100 feet (4 vehicles) with two outbound lanes. The driveway on the main access intersection on Albrae Street should have a minimum storage of 75 feet (3 vehicles) with two outbound lanes. Driveways along Encyclopedia Circle should have a minimum storage of 25 feet. All other driveways should have minimum storage of 50 feet (2 vehicles).

- All two-lane driveways should be a minimum of 24 feet wide with a minimum of 16-foot curb radii, per City of Fremont criteria. The two-lane driveways on Albrae Street should be a minimum of 30 feet wide due to heavy traffic volume. All three-lane driveways should be a minimum of 42 feet wide.
- The landscaping is not shown on the current plan. Generally, landscaping and parking should not conflict with a driver's ability to locate a gap in traffic. Adequate corner sight distance (sight distance triangles) should be provided at all site driveways in accordance with Caltrans standards. Sight distance triangles should be measured approximately 10 feet back from the traveled way. Sight distance requirements vary depending on the roadway speeds. For Stevenson Boulevard, the sight distance requirement is 426 feet (i.e. a driver from a driveway must be able to see 426 feet down Stevenson Boulevard in order to safely complete a turn). For Albrae Street and Encyclopedia Circle, the sight distance requirement is 295 feet.
- All locations where dead-end aisles are provided should be dedicated for private use, or the dead-end aisle should be eliminated.
- The Main Street roadway should be designed so that it runs from Main Street/Stevenson Boulevard to the south end of the Project site. There should be no end-aisle circulation off this roadway. This would encourage vehicles to use the signal at Main Street and Stevenson Boulevard. This is necessary to improve the LOS at the intersection Albrae Street and Stevenson Boulevard and provide a viable alternative to accessing the Project site via Albrae Street.
- Truck routes should be drawn to and from loading docks within the Project site.
- The Project should satisfy the total minimum on-site parking requirements.

In evaluating the recommendations presented in the Hexagon transportation impact analysis for this Project, the City of Fremont has developed a conceptual striping plan to mitigate Project-related traffic impacts (see **Figure 3.6**).

Figure 3.6: Conceptual Striping Plan (Sheet 1)





MATCHLINE B - ALBRAE ST
SEE SHEET 2

THE GLOBE GENERAL PLAN AMENDMENT

CONCEPTUAL STRIPING PLAN

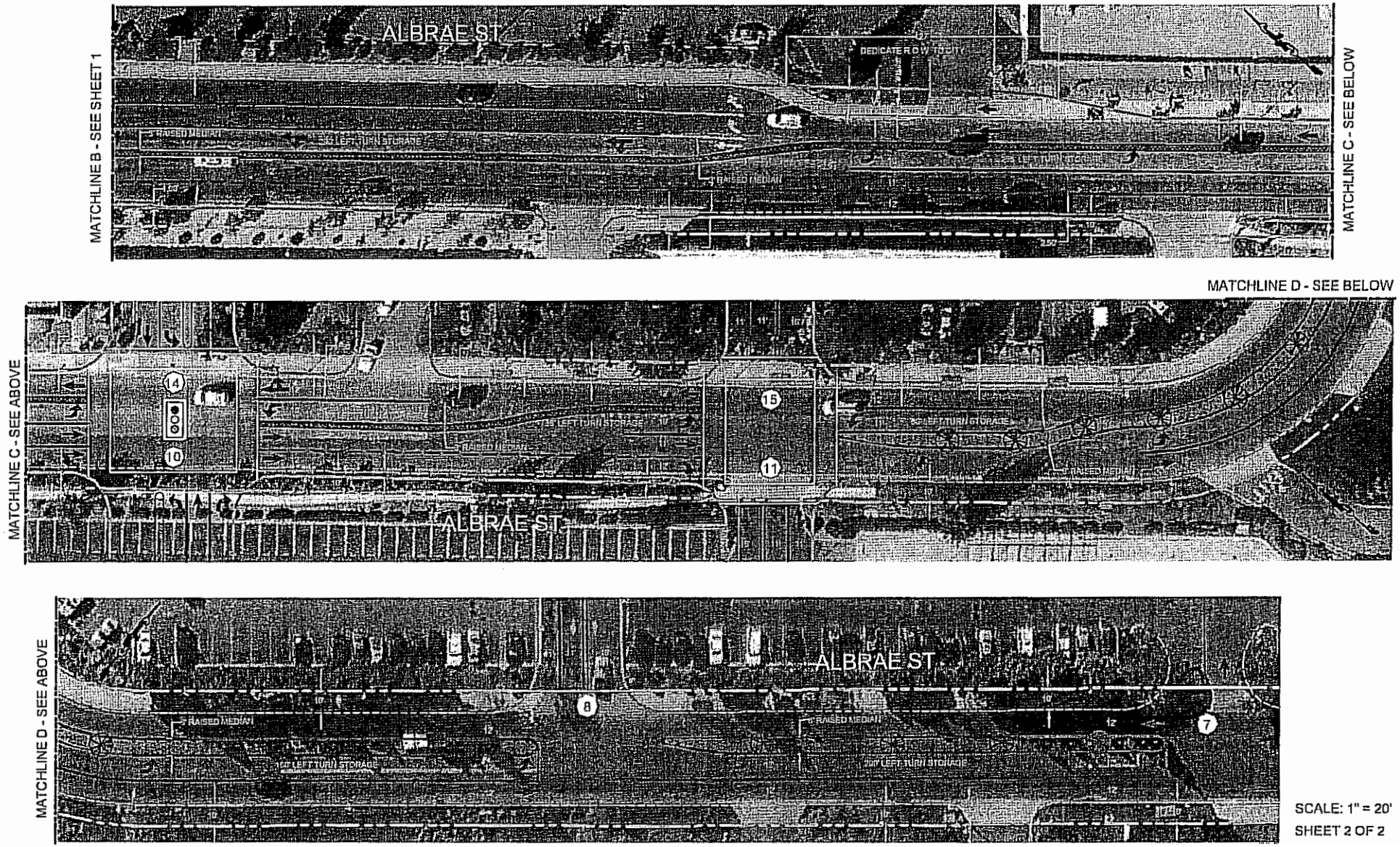
LEGEND

- EXISTING FACE OF CURB
- EXISTING RIGHT OF WAY
- EXISTING STATE RIGHT OF WAY
- PROPOSED FACE OF CURB
- PROPOSED MEDIAN
- PROPOSED STRIPING
- PROPOSED SIGNALIZED INTERSECTION
- DRIVEWAY NUMBER

SCALE: 1"=20'

SHEET 1 OF 2

Figure 3.6 Conceptual Striping Plan (Sheet 2)



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4

ALTERNATIVES

4.1 INTRODUCTION

The California Environmental Quality Act (CEQA, 1970, as amended, Section 151.26.6) requires an EIR to include a discussion of a reasonable range of alternatives to the proposed project. CEQA also requires that the EIR specifically address a "No Project" alternative within this discussion, and that the "environmentally superior" alternative be identified (Section 15126.6 [e]). Where the "no project" alternative is identified as the "environmentally superior" alternative, another alternative which would represent the "environmentally superior" alternative in the absence of the "No Project" alternative should then be identified.

The alternatives considered should represent scenarios that could feasibly attain most of the basic objectives of the Project, while avoiding or substantially lessening significant environmental effects that may be associated with the Project as proposed. The purpose of this process is to provide decision-makers and the public with a discussion of viable development options, and to document that other options to the proposed Project were considered within the process of reviewing the Project.

Two alternatives to the Project are described and considered in this EIR:

- In this document, the "No Project" alternative represents a scenario in which existing uses at the Project site are maintained under the current zoning ordinance and General Plan land use designations.

- The "Reduced Development Intensity" alternative would result in a change in the General Plan land use designation of the site to "High Volume Retail" as proposed, but would result in approximately 75 percent of the retail development currently anticipated under the proposed General Plan Amendment.

4.2 "NO PROJECT" ALTERNATIVE

Under the "No Project" alternative, there would be no new development at the Project site, and existing uses would be maintained.

Air Quality

With no demolition or new development at the Project site, this alternative would avoid all construction-related air quality impacts associated with the proposed Project. The number of vehicle trips currently generated at the Project site would remain unchanged, so there would be no effects related to increased carbon monoxide emissions or regional emissions of other air pollutants.

Hazards and Hazardous Materials

Under the "No Project" alternative, existing requirements for on-site groundwater monitoring would continue to remain in force. There would be no disturbance of shallow soils that have been found to be contaminated by PCBs, but removal and proper disposal of contaminated soils at the Project site would still be required by the appropriate regulatory agencies at some point. With the current uses at the Project site maintained under this alternative, no additional persons at the site would be exposed to the effects of possible hazardous substance releases at facilities in the vicinity of the Project site. No demolition or renovation of structures would be necessary under this alternative, so there would not be potential impacts associated with possible exposure to ACM or lead-based paints.

Transportation/Traffic

Existing traffic patterns associated with uses in existing structures at the Project site would remain unchanged under the "No Project" alternative. As indicated in the discussion of near term background conditions in **Section 3.3: Transportation/Traffic**, the unsignalized intersection of Main Street and Stevenson Boulevard would operate at LOS E during the weekday PM peak hour in the absence of new development at the Project site under this alternative. In the far term (CMP Analysis), congestion on the MTS segments in the vicinity of the Project site would already exist without new development at the Project site under this alternative.

4.3 "REDUCED DEVELOPMENT INTENSITY" ALTERNATIVE

Under the "Reduced Development Intensity" Alternative, the basic character of the development proposed at the Project site would remain the same, but the extent of development would be limited to approximately 75 percent of what has been proposed. This would result in the development of approximately 221,250 square feet of regionally-oriented, internationally themed retail and commercial uses at the Project site.

Air Quality

This alternative would have construction impacts very similar to those of the proposed Project, although the duration of construction activities would likely be shorter. Implementation of the dust/exhaust control measures identified in **Section 3.1: Air Quality**, above, would reduce

construction-related air quality impacts associated with this alternative to a level of less than significant. Vehicle trip generation from this alternative would be approximately 25 percent less than that of the proposed Project, and carbon monoxide impacts would be proportionally reduced and less than significant. Regional emissions from this alternative would be approximately 25 percent below those of the proposed Project, but would still exceed the BAAQMD thresholds of significance. As would be the case for the proposed project, regional air quality impacts associated with this alternative would remain **significant and unavoidable**, both singularly and cumulatively.

Hazards and Hazardous Materials

Under the "Reduced Development Intensity" alternative, existing requirements for on-site groundwater monitoring would continue to remain in force. As with the proposed Project, all soils that have been found to be contaminated by PCBs at the Project site would require removal and proper disposal prior to the start of construction under this alternative. With new development at the Project site under this alternative, additional persons at the site could be exposed to the effects of possible hazardous substance releases at facilities in the vicinity of the Project site, but this potential impact could be reduced to a level of less than significant through implementation of an approved Emergency Action Plan at the site. Demolition or renovation of existing structures at the Project site under this alternative could result in exposure of construction workers to ACM or lead-based paints unless mitigation measures identified in **Section 3.2: Hazards and Hazardous Materials** are implemented to reduce potential impacts to a level of less than significant.

Transportation/Traffic

Reducing the intensity of development proposed at the Project site by 25 percent would be expected to result in a proportionate reduction in the total number of daily vehicle trips related to development of the Project site. In the near term, this would mean a net increase of approximately 921 PM peak hour trips during weekdays, and a net increase of approximately 1,238 Saturday peak hour trips relative to existing trip generation at the Project site. In the far term (CMP Analysis), development under this alternative would mean a net increase of approximately 294 PM peak hour trips during weekdays and approximately 410 Saturday peak hour trips. Although this would represent a reduction in the traffic contributing to congestion at intersections in the vicinity of the Project site relative to the proposed Project, mitigation measures identified in **Section 3.3: Transportation/Traffic** would still be required to reduce impacts associated with traffic congestion to a level of less than significant.

4.4 EVALUATION OF ALTERNATIVES

In an effort to identify the "environmentally superior" alternative, the potential environmental impacts which may be associated with each of the alternatives have been compared to those associated with the Project, below.

Air Quality

Although construction-related impacts have the potential to be significant under the proposed Project or the "Reduced Development Intensity" alternative, these impacts could be reduced to a level of less than significant through implementation of the dust/exhaust control measures identified in **Section 3.1: Air Quality**. The "No Project" alternative would not result in any construction-related air quality impacts, and would not generate new vehicle trips or create significant impacts associated with carbon monoxide or regional emissions. Both the proposed Project and the "Reduced Development Intensity" alternative would generate vehicle trips sufficient to exceed the BAAQMD threshold for regional emissions (a **significant and unavoidable** impact, both singularly and cumulatively), although neither would result in a significant impact associated with carbon monoxide emissions.

Hazards and Hazardous Materials

Under the proposed Project or any of the alternatives evaluated, existing requirements to periodically monitor groundwater at the Project site would remain in force, and full access/maintenance of existing groundwater monitoring wells would be required in each case. Under the "No Project" alternative, the shallow soils which have been identified as being contaminated with PCBs would not be disturbed, although at some point these soils would have to be removed from the Project site and properly disposed of. Under the Project and the "Reduced Development Alternative", all soils contaminated with PCBs would have to be removed and properly disposed of prior to the issuance of any building permits. Any new development at the Project site, under either the Project or the "Reduced Development Intensity" alternative, could result in additional persons at the site being exposed to the effects of possible hazardous substance releases at facilities in the vicinity of the Project site. However, this potential impact could be reduced to a level of less than significant through implementation of an approved Emergency Action Plan at the site. Under the Project or the "Reduced Development Intensity" alternative, demolition or renovation of existing structures at the Project site could result in exposure of construction workers to ACM or lead-based paints unless mitigation measures identified in **Section 3.2: Hazards and Hazardous Materials** are implemented to reduce potential impacts to a level of less than significant. In the absence of any demolition or renovation under the "No Project" alternative, there would be no potential impacts associated with possible exposure to ACM or lead-based paints.

Transportation/Traffic

Under the "No Project" alternative, no additional trips would be generated at the Project site. Since the "Reduced Development Intensity" alternative would only generate approximately 75 percent of the vehicle trips associated with the proposed Project, it would contribute less to local traffic congestion than would the proposed Project, although mitigation similar to that identified for the proposed Project in **Section 3.3: Transportation/Traffic** would still be necessary to reduce traffic

impacts associated with the "Reduced Development Intensity" alternative to a level of less than significant.

Summary of Evaluation of Alternatives

In evaluating alternatives, different people may assign different weights to the relative importance of specific environmental impacts. For example, some might "give more weight" to potential air quality effects than to traffic impacts, while others may feel that traffic-related impacts should "carry more weight" in the analysis than hazardous materials impacts.

In comparing the Project and the alternatives for this analysis, no specific type of environmental impact was given more weight that any other type of environmental impact.

The environmental effects which might be anticipated under each of the proposed alternatives were compared to those associated with the proposed Project in the three major environmental categories evaluated in the Draft EIR. For the purposes of this evaluation, in those categories where an alternative would have no impact, a weight of "0" was assigned in the evaluation matrix. In those categories where the Project as proposed or an alternative would have a less than significant environmental impact following implementation of the mitigation measures identified, a value of "1" was assigned. Where significant impacts would remain unavoidable without major revisions in the Project or the alternative, a value of "2" would be assigned in the evaluation matrix. Using this system, each of the alternatives was assigned a total score, with the lowest score representing the "environmentally superior" alternative.

Using this scoring system, the "No Project" alternative was identified as the "environmentally superior alternative, since it had the lowest total score (see **Table 4-1**). It should be noted, however, that this alternative meets none of the Project Objectives.

Under CEQA, when the "No Project" alternative has been identified as the "environmentally superior" alternative, it is necessary to identify another alternative that would represent the "environmentally superior" alternative in the absence of the "No Project" alternative.

Based on **Table 4-1**, in the absence of the "No Project" alternative, the Project and the "Reduced Development Intensity" alternative both achieved total scores of "4". However, while the basic character of the environmental impacts associated with these two development scenarios are similar, the reduced level of development associated with the "Reduced Development Intensity" alternative would result in less traffic generated at the Project site, and reduced regional emissions of air pollutants relative to the proposed Project (but still in excess of the thresholds of significance established by BAAQMD). For this reason, the "Reduced Development Intensity" alternative has been identified as the "environmentally superior" alternative in the absence of the "No Project" alternative.

TABLE 4-1: COMPARISON OF PROJECT AND PROJECT ALTERNATIVES

Environmental Impact Category	Project	No Project	Reduced Development
Air Quality	2	0	2
Hazards & Hazardous Materials	1	0	1
Transportation/Traffic	1	0	1
TOTAL	**4**	**0**	**4**

5

OVERVIEW

5.1 SIGNIFICANT AND UNAVOIDABLE IMPACTS

The following Project-related impact has been identified as **significant and unavoidable**:

IMPACT 3.1.2: New Traffic Generated by the Project Would Increase Regional Emissions. Project emissions would exceed these thresholds of significance for ozone precursors (ROG and NO_x) and PM_{10}, so the proposed Project would have a **significant adverse environmental impact** on regional air quality. This is also considered a **significant cumulative environmental impact**.

RECOMMENDED MITIGATION MEASURES

MITIGATION MEASURE 3.1.2: Reduce Vehicle Trips. The following are feasible mitigation measures identified by the BAAQMD for commercial development:

- Provide transit facilities, e.g., bus bulbs/turnouts, benches, shelters, etc.
- Provide bicycle land and/or paths, connected to community-wide network.
- Provide sidewalks and/or paths, connected to adjacent land uses, transit stops, and/or community-wide network.
- Provide secure and conveniently located bicycle storage.
- Provide preferential parking for electric or alternatively-fueled vehicles.
- Implement feasible TDM measures including a ride-matching program, coordination with regional ridesharing organizations and provision of transit information.

RESULTING LEVEL OF SIGNIFICANCE

The above measures have the potential to reduce Project-related regional emissions by five to ten percent. This would not be sufficient to reduce Project emissions below the BAAQMD significance threshold of 80 pounds per day, so Project-related regional air quality impacts would remain singularly and cumulatively significant after mitigation. This represents a ***significant and unavoidable environmental impact*** associated with the Project as proposed.

5.2 IMPACTS DETERMINED TO BE LESS THAN SIGNIFICANT

Aesthetics

The Project would not have a substantial adverse effect on a scenic vista. The Fremont Hills are visible from the Project site to the east. However, preservation of existing vistas will be maintained through the site plan and architectural review process.

The Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. The proposed Project consists of the redevelopment of an existing commercial site where no scenic resources have been formally identified by the City of Fremont.

The Project would not substantially degrade the existing visual character or quality of the site and its surroundings. The proposed Project consists of the redevelopment of an existing commercial site. The entitlement process for this Project includes a Planned District Major Amendment and will be subject to site plan and architectural approval by the City of Fremont's Planning Commission, and will be scrutinized for its design compatibility with surrounding developments.

The Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. On-site lighting will be reviewed through the Development Organization (building permit) review process to ensure adequate light levels that do not spill out onto adjacent properties.

Agricultural Resources

The Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use.

The Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract.

The Project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use.

Biological Resources

The Project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service. There are no known special status species located on the Project site.

The existing site is paved and developed, and contains little (if any) habitat capable of supporting burrowing owls.

The Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. There are no protected riparian habitats located on the Project site.

The Project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. There are no wetlands located on the project site.

The Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

The Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. A tree survey will be required prior to project approval to determine if mitigation is needed for any trees removed from the site. The tree survey and resulting mitigation (if required) will conform to the City of Fremont's Tree Preservation Ordinance.

The Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. There are no Habitat Conservation Plans, Natural Community Conservation Plans or other similar plans currently in force at the Project site.

Cultural Resources

The Project would not cause a substantial adverse change in the significance of a historical resource. No significant known historical resource, site, structure or object has been identified either on the Project site or in the general area of the Project site. However, should any historical resources be discovered during site development work, the provisions of CEQA Guidelines Section 15064.5 (e) and (f) will be followed to reduce impacts to a non-significant level.

The Project would not cause a substantial adverse change in the significance of an archaeological resource. No known significant archaeological resource, site, structure or object has been identified either on the Project site or in the general area of the Project site. However, should any archaeological resources be discovered during site development work, the provisions of CEQA Guidelines Section 15064.5 (e) and (f) will be followed to reduce impacts to a non-significant level.

The Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. No known unique paleontological resources or unique geologic features have been identified either on the Project site or in the general area of the Project site.

The Project would not disturb any human remains. No known human remains have been identified either on the Project site or in the general area of the Project site. However, should any human remains be discovered during site development work, the provisions of CEQA Guidelines Section 15064.5 (e) and (f) will be followed to reduce impacts to a non-significant level.

Geology and Soils

The Project would not expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving rupture of a known earthquake fault.

The Project would not expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving strong seismic groundshaking. Since the Project site is located in a seismic area, any proposed construction would require the adoption of appropriate engineering design in conformance with geotechnical standards for construction. A geotechnical study and peer review by the City's geotechnical consultant will be performed prior to the issuance of building permits.

The Project would not expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. Since the Project site is located in a liquefaction zone, any proposed construction would require the adoption of appropriate engineering design in conformance with geotechnical standards for construction. A geotechnical study and peer review by the City's geotechnical consultant will be performed prior to the issuance of building permits.

The Project would not expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving landslides. The Project site is level and not subject to landslides.

The Project would not result in substantial soil erosion or the loss of topsoil. The Project site is level, and development would not result in significant soil erosion.

The Project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Since the Project site is located in a liquefaction zone, any proposed construction would require the adoption of appropriate engineering design in conformance with geotechnical standards for construction. A geotechnical study and peer review by the City's geotechnical consultant will be performed prior to the issuance of building permits.

The Project would not rely on septic tanks or other alternative waste water disposal systems, so the capability of soils to adequately support the use of septic tanks or alternative waste water disposal systems is not an issue associated with development of the site as proposed.

Hydrology and Water Quality

The Project would not violate any water quality standards or waste discharge requirements. The Project site has five existing groundwater monitoring wells. These wells are under the jurisdiction of the Alameda County Water District (ACWD) and must be sampled quarterly, per the approved and ongoing sampling program, to continue to monitor the constituents of concern. Site investigative and groundwater sampling work in May, 2004 indicated appreciable levels of petroleum hydrocarbons and arsenic in groundwater localized in the vicinity of monitoring well LF-3. Moderate levels of the same contaminants were found at other locations in the general area. Moderate levels of dissolved chlorinated volatile organic compounds (VOCs) were detected in most wells and borings, with some concentrations slightly exceeding Maximum Contaminant Levels (MCLs). One of the wells, identified as MW-5, must be sampled specifically for chlorinated volatile organic compounds (VOCs). A subsequent monitoring investigation conducted in September, 2004 indicated a concentration of Trichloroethene (TCE) in well MW-5 at a concentration more than four times the MCL.

The Project site is an existing developed "grey field" site. New impervious surface area will not be created through the redevelopment of the site. It is not anticipated that redevelopment of the site will increase stormwater runoff. The site is located in the western portion of Fremont between Interstate 880 and San Francisco Bay. The proximity of the Bay may result in a significant effect in the event of a catastrophic event involving the release of pollutants at the site, although this is unlikely. Best Management Practices for stormwater pollution prevention are intended to achieve compliance with the goals of the Alameda County Urban Storm Water Runoff Program in conformance with the Federal National Pollutant Discharge Elimination System (NPDES) program established by the Clean Water Act. This will reduce potential impacts to insignificant levels.

To mitigate potential impacts associated with the possible violation of water quality standards to a level of less than significant, all five existing groundwater wells must be sampled quarterly for the appropriate constituents of concern. MW-1 and LF-2, LF-3 and LF-4 shall be sampled for petroleum hydrocarbons, chlorinated VOCs and arsenic. MW-5 shall be sampled for chlorinated VOCs. However, site development may occur simultaneously with sampling activities provided that strategic monitoring objectives continue to be met; that existing wells are maintained or destroyed/replaced according to the provisions of the Well Ordinance; and, development does not preclude the opportunity for further investigation and/or remediation of soil or groundwater contaminants in MW-5 until ACWD determines that no further investigation is needed.

The results of groundwater monitoring and any other information relevant to the investigation and clean-up of the site shall be included in the quarterly reports submitted according to the previously determined schedule, the fifteenth day of the first month of every calendar quarter, (i.e., April 15,

2005, July 14, 2005, October 15, 2005, etc.). Additional investigative work and/or remedial actions could be required for MW-5 to determine the extent of TCE, depending on the results of monitoring over the next one or more quarters. All groundwater sampling, site investigations and quarterly reports shall be conducted by a qualified consultant with the appropriate registration.

Standard water pollution and erosion control measures following Best Management Practices (BMPs) will be implemented to prevent runoff and sedimentation from entering the storm drain system. The Project shall achieve compliance with the Alameda County Urban Storm Water Runoff Program, in conformity with the Federal National Pollutant Discharge Elimination System (NPDES) program established by the Clean Water Act. The Project Developer will be required to submit a statement of Best Management Practices describing measures to be included as part of the Project.

The Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a deficit in aquifer volume or a lowering of the local groundwater table level. All development at the Project site will rely on the municipal water supply system currently serving the Project site, and will not draw from groundwater below the site. Since new impervious surface area will not be created through the redevelopment of the site, there would be no substantial interference with existing groundwater recharge patterns.

The Project would not substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial erosion/siltation on- or off-site, or result in flooding on- or off-site. There are no streams or rivers on or in the immediate vicinity of the Project site. Best Management Practices (BMPs) will be implemented to prevent sedimentation from entering the storm drain system. The Project shall achieve compliance with the Alameda County Urban Storm Water Runoff Program, in conformity with the Federal National Pollutant Discharge Elimination System (NPDES) program established by the Clean Water Act. The Project Developer will be required to submit a statement of Best Management Practices describing measures to be included as part of the Project.

The Project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Best Management Practices (BMPs) will be implemented to prevent runoff from entering the storm drain system. The Project shall achieve compliance with the Alameda County Urban Storm Water Runoff Program, in conformity with the Federal National Pollutant Discharge Elimination System (NPDES) program established by the Clean Water Act. The Project Developer will be required to submit a statement of Best Management Practices describing measures to be included as part of the Project.

The Project would not place housing within a 100-year flood hazard area. No housing is proposed at the Project site.

The Project would not place structures within a 100-year flood hazard area that would impede or redirect flood flows. No portion of the Project site is located within a 100-year flood hazard area.

The Project would not expose people or structures to a significant risk of loss, injury or death involving flooding as a result of the failure of a levee or dam. The Project site is not located within the inundation area of any dam or levee.

The Project site is not subject to inundation by seiche, tsunami or mudflow. The Project site is not located in an area subject to hazards associated with seiche, tsunami or mudflow.

Land Use and Planning

The Project would not divide an established community. The Project site has previously been developed, and no element of the development currently proposed at the Project site would divide any established community.

The Project would not conflict with any applicable land use plan, policy, or regulations of an agency with jurisdiction over the Project. The Project is a request for a General Plan Amendment to change the land use designation of the site from General Industrial with Commercial Overlay to High Volume Retail. The change of land use designation is needed to accommodate the proposed development and specific uses. The elements of the Project will be evaluated against and be consistent with the new General Plan designation.

The Project would not conflict with any applicable habitat conservation plan or natural community conservation plan. There are no habitat conservation plans or natural community conservation plans currently in force at the Project site.

Mineral Resources

The Project would not result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State. The Project site has been previously developed, and there is no evidence that the Project would result in the loss of availability of any mineral resources.

The Project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. The Project does not conflict with any adopted mineral resource plans.

Noise

The Project would not expose persons to, or generate, noise levels in excess of standards established in the local general plan or other noise ordinance, or applicable standard of other agencies. The Project site is located in a developed urban area near existing commercial and light industrial uses.

There is no evidence that existing noise levels in the area would be significantly increased as a result of Project development, or that Project development as proposed would cause significant noise impacts to uses on adjacent properties. Residential uses are not located in the immediate vicinity of the Project site, and there is no evidence that people visiting the Project site would be exposed to noise levels in excess of the standards established by the General Plan. To further ensure this, construction hours at the Project site will be limited to Monday through Friday, 7:00 AM to 7:00 PM, and Saturday and Sunday 8:00 AM to 6:00 PM.

The Project would not expose persons to, or generate, excessive groundborne vibration or groundborne noise levels. The Project site is located in a developed urban area near existing commercial and light industrial uses. There is no evidence that Project development as proposed would result in excessive groundborne vibration or groundborne noise levels.

The Project would not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project. The Project site is located in a developed urban area near existing commercial and light industrial uses. There is no evidence that existing noise levels in the area would be significantly increased as a result of Project development.

The Project would not result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above existing noise levels without the Project. The Project site is located in a developed urban area near existing commercial and light industrial uses. There is no evidence that existing noise levels in the area would be significantly increased as a result of Project development, or that Project development as proposed would cause significant noise impacts to uses on adjacent properties.

The Project is not located within an area covered by an airport land use plan, or within two miles of a public airport or public use airport, and would not result in an aviation-related increase in noise exposure for people residing or working in the Project area. The Project site is not located within an area covered by an airport land use plan or within two miles of any airport, and would not result in an aviation-related increase in noise exposure for people residing or working in the Project area.

The Project is not located in the vicinity of a private airstrip, and would not result in an aviation-related increase in noise exposure for people residing or working in the Project area.

Population and Housing

The Project would not induce substantial population growth. The Project does not include residential uses, nor is it proposed on a site that has existing residential uses. The Project is not anticipated to alter the location, density or growth rate of human populations.

The Project would not displace any existing housing. No housing units are currently located at the Project site. The Project would not have any impact on existing housing stock.

The Project would not displace any people. No people currently live at the Project site.

Public Services

The Project would not result in substantial adverse physical impacts associated with a need for new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Because the Project site contains existing commercial uses, it is not anticipated that redevelopment of the site would place a significant burden on fire protection services, although demand for these services is expected to increase slightly as a result of the proposed development. The Project will be required to comply with all conditions of the Fire Department, including fire alarm and suppression systems in all new buildings.

The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Because the Project site contains existing commercial uses, it is not anticipated that redevelopment of the site would place a significant burden on police services, although demand for these services is expected to increase slightly as a result of the proposed development. The Project will be required to comply with all conditions of the Police Department.

The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios or other performance objectives for schools. Since it lacks a residential component, the Project as proposed is not anticipated to create a significant demand for school services or a significant impact on school facilities.

The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios or other performance objectives for parks. Since it lacks a residential component, the Project as proposed is not anticipated to create a significant demand for park and recreational facilities or a significant impact on parks and recreational facilities.

The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios or other performance objectives for other public facilities. Because the Project site contains existing commercial uses, it is not anticipated that redevelopment of the site would place a significant burden on other public facilities.

Recreation

The Project would not result in an increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The Project site is not located near park facilities, nor does it contain uses that

would rely upon recreational facilities. Since it lacks a residential component and would result in development of a site that already supports commercial uses, the proposed Project would have no significant impact on neighborhood or regional parks.

The Project does not include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. Project development as proposed would not require the development of any new recreational facilities. Since the Project lacks a residential component, development of the Project site as proposed would not affect existing parks and recreational facilities in any significant way.

Transportation/Traffic

The Project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

The Project would not result in any design hazards that might affect traffic safety.

The Project would not result in inadequate emergency access.

The Project would not result in inadequate parking capacity.

The Project would not result in any conflict with adopted policies, plans or programs supporting alternative transportation.

Utilities and Service Systems

The Project would not exceed wastewater treatment requirements of the Regional Water Quality Control Board.

The Project would not require, or result in the construction of, new water or wastewater treatment facilities, or in the expansion of existing facilities, the construction of which could cause significant environmental effects.

The Project would not require, or result in, the construction of new storm drainage facilities, or in the expansion of existing facilities, the construction of which could cause significant environmental effects.

Sufficient water supplies are available to serve the Project from existing entitlements and resources, and no new or expanded entitlements are needed.

The Project would not result in a determination by the wastewater treatment provider which serves the Project site that it has inadequate capacity to serve the Project's projected demand, in addition to the provider's existing commitments.

The Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs.

The Project would comply with federal, state, and local statutes and regulations related to solid waste.

5.3 SIGNIFICANT IRREVERSIBLE MODIFICATIONS IN THE ENVIRONMENT

The Project site has been previously developed in urban uses, and the development currently proposed would not result in any significant irreversible modifications in the environment.

5.4 GROWTH INDUCING IMPACTS

Development of the Project site as proposed would result in redevelopment of a site that has previously been developed in commercial uses. Since the Project does not incorporate any residential development, and would not provide any new infrastructure to support population growth, it would not be considered growth inducing.

5.5 CUMULATIVE IMPACTS

Cumulative impacts are the result of combining the potential environmental effects of the project with the environmental effects of past projects, current projects and probable future projects. As defined in CEQA Guidelines Section 15355, cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

Approved development projects in the vicinity of the Project site include:

- The Central/Timber Retail project in Newark, approximately two miles from the Project site (a 4,000 square foot expansion of an existing retail space);
- The Silliman Center project, located at Cherry/Mowry Avenue in Newark, approximately one mile from the Project site (32,300 square feet of retail space);
- The Pacific Commons project in Fremont, located west of I-880 south of Auto Mall Parkway, approximately 1.2 miles south of the Project site (approximately 4,698,000 square feet of office/R&D space, 1,112,500 square feet of industrial space, 710,000 square feet of retail space and 300,000 square feet of auto center); and
- The Fremont MRF project, located in the Automall area at Boyce Road, approximately one mile south of the Project site (192,000 square feet of warehouse space).

Approximately 70,000 square feet of new development has been approved in the currently vacant area immediately adjacent to the Project site (shown as Saigon Village in **Figure 2.3**). A tenant improvement (shown as ASEAN Village in **Figure 2.3**) has been approved within the remainder of the area within Site I beyond the boundaries of the Project site as shown in **Figure 2.3** to convert the former Pep Boys into a restaurant and other retail uses, with no new square footage.

As indicated in **Section 3.1: Air Quality**, Project emissions would exceed these thresholds of significance for ozone precursors (ROG and NO_x) and PM_{10}. This is considered a **significant cumulative environmental impact**. The mitigation measures identified in **Section 3.1: Air Quality** have the potential to reduce Project-related regional emissions by five to ten percent. This would be not be sufficient to reduce Project emissions would below the BAAQMD significance threshold of 80 pounds per day, so Project-related regional air quality impacts would be remain cumulatively significant after mitigation.

Development of the Project site as proposed would also result in a cumulative increase in vehicle traffic (see **Section 3.3: Transportation/Traffic**).

6

REFERENCES

6.1 EIR PREPARERS

This Draft EIR has been prepared for the City of Fremont by Lamphier-Gregory, Urban Planning and Environmental Analysis and Donald Ballanti, Certified Consulting Meteorologist:

Lamphier-Gregory	1944 Embarcadero Oakland, CA 94606 510-535-6690 Joan Lamphier, President John Courtney, Senior Planner
Donald Ballanti	1424 Scott Street El Cerrito, CA 94530 510-234-6087

6.2 PERSONS AND ORGANIZATIONS CONTACTED

Scott Ruhland, AICP, Associate Planner, City of Fremont
Kathleen Livermore, AICP, Senior Planner, City of Fremont
Kunle Odumade, P.E., City Transportation Engineer, City of Fremont
Jay Swardenski, Hazmat Program Manager, City of Fremont Fire Department

6.3 BIBLIOGRAPHY

The following documents were referenced during the preparation of the Draft Environmental Impact Report:

Hexagon Transportation Consultants, Inc., 6000 Stevenson Boulevard Redevelopment Transportation Impact Analysis, March 28, 2005.

Jerry Haag, NewPark Mall Expansion, Draft EIR, December 2004.

Jerry Haag, NewPark Mall Expansion, Final EIR, February 2005.

Professional Service Industries, Inc., Soil Sampling and Analysis Report for 6000 Stevenson Boulevard, Fremont, California, March 4, 2005.

Professional Service Industries, Inc., Subsurface Investigation Report for 6000 Stevenson Boulevard, Fremont, California, May 13, 2004.

Wallace Roberts & Todd, 6000 S Corporation General Plan Amendment, Draft EIR, March 19, 1990.

Wallace Roberts & Todd, 6000 S Corporation General Plan Amendment, Final EIR, July 31, 1990.

APPENDIX A

INITIAL STUDY,
NOTICE OF PREPARATION
AND
RESPONSES TO NOTICE OF PREPARATION

CITY OF Fremont

Development and Environmental Services Department
Planning
39550 Liberty Street, P.O. Box 5006, Fremont, CA 94537-5006
www.fremont.gov

Notice of Preparation
of a
Focused Environmental Impact Report

for

The Globe General Plan Amendment, an internationally themed retail, restaurant and entertainment destination.

The City of Fremont will be the lead agency and will prepare a focused environmental impact report (FEIR) for the project described below, and would like your comments regarding the scope and content of the environmental information to be addressed in the FEIR. This FEIR may be used by your agency when considering approvals for this project.

The project description, location and the potential environmental effects that will be evaluated in the EIR are described in the attached materials.

According to State law, the deadline for your response is 30 days after receipt of this notice; however, we would appreciate an earlier response, if possible. Please identify a contact person and send your response to:

City of Fremont
Attn: Scott Ruhland, AICP
Development & Environmental Service Department
PO Box 5006
Fremont, CA 94537-5006
510-494-4453
sruhland@ci.fremont.ca.us

Jeff Schwob, AICP, Planning Director
City of Fremont.

Date: April 25, 2005

Notice of Preparation
of a Focused Environmental Impact Report for The Globe General Plan Amendment, an internationally themed retail, restaurant and entertainment destination.

A. Introduction

This Notice of Preparation is being distributed to allow for comments in regards to the scope of the project to prepare a Focused Environemntal Impact Report (FEIR). The purpose of this FEIR is to inform decision makers and the general public of the potential environmental effects of a proposed project. The EIR process is intended to provide public agencies with the environmental information required to evaluate a proposed project, establish methods for reducing adverse environmental impacts, and consider alternatives to a project prior to the approval of the project.

The FEIR for the project will be prepared and processed in accordance with the California Environemntal Quality Act, (CEQA) of 1970, as amended. In accordance with the requirements of CEQA, the FEIR will include:

- A summary of the project
- A project description
- A description of the existing environmental setting, potential environmental impacts and mitigation measures
- Alternatives to the project as proposed
- Environmental consequences, including: (a) any significant environmental effects that cannot be avoided if the project is implemented; (b) the growth inducing impacts of the proposed project and, (c) effects found not to be significant, and (d) cumulative impacts.

B. Project Location

The City of Fremont is located in the San Francisco Bay Area, in southern Alameda County. The project is located at 6000 Stevenson Boulevard, near the intersection with Albrae Street in the Industrial Planning Area (See Figure 1).

C. Project Description

The project is a request for a General Plan Amendment to change the land use designation of the project site from General Industrial with Commercial Overlay to High Volume Retail in order to develop approximately 440,000 square feet of regionally oriented, internationally themed retail and commercial uses. The project site is currently developed with existing commercial buildings, vacant warehouse buildings and vacant commercial buildings.

D. Environmental Setting, Impacts and Mitigation

The FEIR will describe the existing environmental conditions which may be impacted by the proposed project, and will assess potentially significant impacts resulting from implementation of the project as proposed. The Initial Study has identified two potentially significant impacts that could be reduced to a less than significant impact with incorporation of the proposed mitigation measures, (Hazardous Materials and Traffic/Transportation); and, one potentially significant impact (Air Quality).

1) Hazardous Materials – The project site is listed on the Cortese list of Hazardous Material Substance Sites. However, past environemtnal studies, documents and recent soil sampling reports have determined the extent of the contamination. Preparation of a remediation plan is underway; the City of Fremont will monitor this progress and consult with the State Department of Toxic Substance Control and other responsible agencies as appropriate. Implementation of the identified mitigation measures will reduce impacts to a less than significant level.

2) Traffic/Transportation – A Traffic Impact Analysis (Hexagon Transportation Consultants, March 2005) has been prepared that analyzes trip generation, access, circulation and parking. The City has accepted this report and the recommended mitigation measures as complete to reduce impacts to a less than significant level.

3) Air Quality – Air quality has been identified as a potentially significant impact and will be the focus of this FEIR. The FEIR will include an air quality analysis which will address both local and regional air quality impacts. Impacts will be analyzed based on BAAQMD thresholds. Mitigation, if necessary and if feasible, will be identified for potentially significant impacts.

E. Other CEQA Sections

The EIR will include other sections required by CEQA: a summary of Impacts and Mitigation Measures, Significant Unavoidable Impacts, Authors and Consultants, References and Technical Appendices.

F. Maps

A vicinity map showing the project site is attached to this Notice of Preparation as Figure 1.

Environmental Impact Analysis
Initial Study (EIA-PLN2005-00061)

1. **Project title:** The Globe General Plan Amendment

2. **Lead agency name and address (including e-mail address/fax no. as appropriate):** City of Fremont, PO BOX 5006, Fremont, CA 94537-5006

3. **Contact person and phone number (including e-mail address/fax no. as appropriate):** Scott Ruhland, 510-494-4453, sruhland@ci.fremont.ca.us, (fax) 510-494-4457

4. **Project location:** 6000 Stevenson Boulevard, Fremont, California

5. **Project sponsor's name and address (including e-mail address/fax no. as appropriate):** John Wynn, Imperial Investment and Development, 428 S. Main Street, Milpitas, CA 95035

6. **General plan designation:** General Industrial with Commercial Industrial Overlay

7. **Zoning:** Planned District, P-90-18.

8. **Description of project:** The project is a request for a General Plan Amendment to change the land use designation of the project site from General Industrial with Commercial Overlay to High Volume Retail in order to develop approximately 440,000 square feet of regionally oriented, internationally themed retail and commercial uses. The project site is currently developed with existing commercial buildings, vacant warehouse buildings and vacant commercial buildings.

9. **Surrounding land uses and setting:** The project site is in a developed urban area with existing uses located on all sides. The City of Newark, NewPark Mall and associated commercial uses are located to the north. Commercial uses, Interstate 880 and residential uses beyond are located to the east. Light industrial, office, and research and development uses are located to the west and south.

10. **Congestion Management Program - Land Use Analysis:** Any project involving a General Plan Amendment or Notices of Preparation (NOP) and Environmental Impact Reports for large-scale projects must be submitted to the Alameda County Congestion Management Agency (ACCMA) for review. If a positive response is given to any of the following questions, information on the project and its environmental document (accompanied by appropriate support documentation/plans) will be transmitted to the ACCMA.

X	YES		NO	This project includes a request for a General Plan Amendment. If yes, send appropriate forms to Alameda County Congestion Management Agency.
X	YES		NO	A Notice of Preparation is being prepared for this project.
X	YES		NO	An Environmental Impact Report is being prepared.

11. **Other public agencies whose approval is required:** *(e.g., permits, financing approval, or participation agreement.)* State of California Department of Toxic Substance Control, Alameda County Water District, Alameda County Congestion Management Agency, Regional Water Quality Control Board, Fremont Fire Department.

12. **Submitted to the following agencies for informational purposes:** State of California Department Transportation (Caltrans), City of Newark.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The following list indicates the environmental factors that would be potentially affected by this project. Those factors that are indicated as a "Potentially Significant Impact" in the initial study checklist are labeled "PS" while those factors that are indicated as a "Potentially Significant Unless Mitigation Incorporated" are labeled "M".

	Aesthetics
	Biological Resources
M	Hazards & Hazardous Material
	Mineral Resources
	Public Services
	Utilities / Service Systems

	Agriculture Resources
	Cultural Resources .
	Hydrology / Water Quality
	Noise
	Recreation
	Mandatory Findings of Significance

PS	Air Quality
	Geology / Soils
	Land Use / Planning
	Population / Housing
M	Transportation / Traffic

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
X	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: _____ Date: April 25, 2005

Printed Name: Scott Ruhland, AICP, Associate Planner For: City of Fremont

Senior Planner Review: _____

ISSUES:		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

I. AESTHETICS -- Would the project:

a.	Have a substantial adverse effect on a scenic vista?			X	
b	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?				X
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X

Comment: The proposed project consists of the redevelopment of an existing commercial site. It is anticipated that the project will improve the visual character and quality of the site by eliminating sub-standard structures with new, modern development. The entitlement process for this project includes a Planned District Major Amendment and will be subject to site plan and architectural approval by the City of Fremont's Planning Commission, and will be scrutinized for its design compatibility with surrounding developments. On-site lighting will be reviewed through the Development Organization (building permit) review process to ensure adequate light levels that do not spill onto adjacent properties. The Fremont Hills are visible from the project site to the east. However, preservation of existing vistas will be maintained through the site plan and architectural review process. Because of no impacts, no mitigation is required. [Source: #1,2,3,14]

II. **AGRICULTURE RESOURCES** - -In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X

Comment: The project does not involve the conversion of farmland, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program. The project does not conflict with any existing Williamson Act contract, therefore, no mitigation is required. [Source #1 & 3]

III. **AIR QUALITY** -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a.	Conflict with or obstruct implementation of the applicable air quality plan?			X	

ISSUES:		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	X			
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	X			
d.	Expose sensitive receptors to substantial pollutant concentrations?				X
e.	Create objectionable odors affecting a substantial number of people?				X

Comment: The request for a General Plan Amendment will modify the overall land use of the site. The existing General Plan designation allows large scale commercial uses. The new designation would allow a combination of large scale commercial, retail, assembly uses and restaurants. Although the specific nature of uses on site will change, the General plan anticipates this site for commercial uses. Therefore, the redevelopment of the site is consistent with the Fremont General Plan in terms of increasing the amount of development on site, and not conflicting with an air quality plan.

The proposed project may result in exceeding Bay Area Air Quality Management District (BAAQMD) standards for air emissions and could result in a potentially significant impact. Based on information provided in the NewPark Mall Expansion Project Draft EIR, December 2004, new traffic generated by the NewPark Mall expansion would result in an increase of regional emissions above the BAAQMD thresholds of significance for ozone precursors and particulate matter (Reactive Organic Gases) of 80 pounds per day. According to the Draft EIR, traffic generation for the NewPark Mall expansion is anticipated to be approximately 500 PM peak hour trips. Based on the traffic study conducted for the 6000 Stevenson Redevelopment, traffic generation would result in approximately 1,200 PM peak hour trips. This information suggests that the project would exceed the BAAQMD thresholds of significance for Reactive Organic Gases (ROGs) and would have a significant/adverse and unavoidable impact as well as a cumulative impact on regional air quality.

The project is located in a developed urban area near commercial and light industrial uses. No sensitive receptors are located in the vicinity of the project site and therefore no impact to sensitive receptors is anticipated. [Source: 11, A, B]

IV. BIOLOGICAL RESOURCES -- Would the project:

a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X

ISSUES:		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

Comment: There are no known special status species or any protected riparian habitats or wetlands located on the project site. The existing site is paved and developed and contains little, if any, habitat capable of supporting burrowing owls. There are no significant trees located on site, although it is possible that some smaller trees may be removed during site construction. A tree survey will be required prior to project approval to determine if mitigation is needed for any trees removed from the site. The tree survey and resulting mitigation, if required, will conform to the City's Tree Preservation Ordinance. [Source #1, 2,3,11].

V. **CULTURAL RESOURCES** -- Would the project:

a.	Cause a substantial adverse change in the significance of a historical resource as defined in §15064.57?				X
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?			X	
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d.	Disturb any human remains, including those interred outside of formal cemeteries?			X	

Comment: No known significant historical, paleontological or archaeological resource, site structure or object has been identified either on the project site or in the general area of the project site. There are no known unique cultural resources, and therefore, no potential for restrictions. However, should any human remains or historical or unique archaeological resources be discovered during site development work, the provisions of CEQA Guidelines, Section 15064.5.(e) and (f) will be followed to reduce impacts to a non-significant level. [Source #1,15]

VI. **GEOLOGY AND SOILS** -- Would the project:

a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X

ISSUES:		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	ii) Strong seismic ground shaking?			X	
	iii) Seismic-related ground failure, including liquefaction?			X	
	iv) Landslides?				X
b.	Result in substantial soil erosion or the loss of topsoil?				X
c.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X

Comment: The project site is located in a seismic area and in a liquefaction zone as identified by the State of California Geologic Survey. Because of this location any proposed construction will require the adoption of appropriate engineering design in conformance with geotechnical standards for construction. A geotechnical study and peer review by the City's geotechnical consultant will be performed prior to the issuance of building permits. The site is level and will not result in soil erosion. [Source #5]

VII. **HAZARDS AND HAZARDOUS MATERIALS** - Would the project:

a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X		
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?		X		
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands				X

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	are adjacent to urbanized areas or where residences are intermixed with wildlands?				

Comment: The proposed project is located on a site that is included on the California Environmental Protection Agency's 2005 Hazardous Waste and Substances Sites List or the Alameda County Water District's list of Leaking Underground Fuel Tank (LUFT) and Spills, Leaks, Investigations, and Cleanup (SLIC) Sites. The project site has a history of contaminated soils and groundwater monitoring wells that must be addressed prior to site development.

Ground Water Monitoring – The project site has five existing groundwater monitoring wells. These wells are under the jurisdiction of the Alameda County Water District (ACWD) and must be sampled quarterly, per the approved and ongoing sampling program, to continue to monitor the constituents of concern. Site investigative and groundwater sampling work in May, 2004 indicated appreciable levels of petroleum hydrocarbons and arsenic in groundwater localized in the vicinity of monitoring well LF-3. Moderate levels of the same contaminants were found at other locations in the general area. Moderate levels of dissolved chlorinated volatile organic compounds (VOCs) were detected in most wells and borings, with some concentrations slightly exceeding Maximum Contaminant Levels (MCL).

One of the wells, identified as MW-5, must be sampled specifically for chlorinated volatile organic compounds, (VOCs). A subsequent monitoring investigation conducted in September, 2004 indicated a concentration of Trichloroethene (TCE) in well MW-5 at a concentration more than four times the MCL.

Soil Contamination – The project site contains an area with soils contaminated with polychlorinated biphenyls (PCBs). During soil investigations over the past 20 years, soil samples have indicated the presence of PCBs, however, none of the samples were above the Regional Water Quality Control Board Environmental Screening Levels for Deep Soils Where Groundwater (ESL-Deep) is a Potential Source of Drinking Water. However, a more recent follow-up investigation was conducted to determine the lateral and vertical extent of PCB impacted soil.

Four additional borings were drilled on February 16, 2005 and samples were sent to and tested by a DHS-ELAP-certified laboratory for analytical testing. The results indicated that two of the four samples contained PCBs but the concentrations were not above the levels for ESL-Deep for PCBs. The soil samples have also determined the extent to which PCB impacted soil exists on site, and that PCB concentrations at the site are located primarily in the near surface soils (less than 3 feet in depth). [Source: #3,6,18,C,D]

Mitigation: The following mitigation measures will be required to address groundwater monitoring and contaminated soils located on site.

Ground Water Monitoring – All five existing groundwater wells must be sampled quarterly for the appropriate constituents of concern. MW-1 and LF-2, LF-3, and LF-4 shall be sampled for petroleum hydrocarbons, chlorinated VOCs and arsenic. MW-5 shall be sampled for chlorinated VOCs. However, site development may occur simultaneously with sampling activities provided that strategic monitoring objectives continue to be met; that existing wells are maintained or destroyed/replaced according to the provisions of the Well Ordinance; and, development does not preclude the opportunity for further investigation and/or remediation of soil or groundwater contaminants in MW-5 until ACWD determines that no further investigation is needed.

The results of groundwater monitoring and any other information relevant to the investigation and clean-up of the site shall be included in the quarterly reports submitted according to the previously determined schedule, the fifteenth day of the first month of every calendar quarter, (i.e. April 15, 2005, July 15, 2005, October 15, 2005, etc.). Additional investigative work and/or remedial actions could be required for MW-5 to determine the extent of TCE, depending on the results of monitoring over the next one or more quarters. All groundwater sampling, site investigations and quarterly reports shall be conducted by a qualified consultant with the appropriate registration.

Soil Contamination – A soil mitigation plan and/or corrective action plan shall be prepared to detail the excavation activities needed to clear the site of all contaminated soil. This plan shall be submitted to the Fremont Fire Department and Development and Environmental Services Department for review and approval. Subsequent review by the State of California Department of Toxic Substance Control may also be required. Building permits for the proposed development shall not be issued until this plan is reviewed and approved. Excavation and clean-up activities may occur at any time prior to or during the development of the site.

Any changes to the proposed remediation plan, either groundwater or soil, will be subject to further review and approval by the respective lead agency (ACWD, Fremont Fire Department, or the Department of Toxic Substance Control).

VIII. **HYDROLOGY AND WATER QUALITY** -- Would the project:

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	Violate any water quality standards or waste discharge requirements?		X		
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				X
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f.	Otherwise substantially degrade water quality?			X	
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j.	Inundation by seiche, tsunami, or mudflow?			X	

Comment: The project site has five existing groundwater monitoring wells. These wells are under the jurisdiction of the Alameda County Water District (ACWD) and must be sampled quarterly, per the approved and ongoing sampling program, to continue to monitor the constituents of concern. Site investigative and groundwater sampling work in May, 2004 indicated appreciable levels of petroleum hydrocarbons and arsenic in groundwater localized in the vicinity of monitoring well LF-3. Moderate levels of the same contaminants were found at other locations in the general area. Moderate levels of dissolved chlorinated volatile organic compounds (VOCs) were detected in most wells and borings, with some

concentrations slightly exceeding Maximum Contaminant Levels (MCL). One of the wells, identified as MW-5, must be sampled specifically for chlorinated volatile organic compounds, (VOCs). A subsequent monitoring investigation conducted in September, 2004 indicated a concentration of Trichloroethene (TCE) in well MW-5 at a concentration more than four times the MCL.

The project site is an existing developed "grey field" site. New impervious surface area will not be created through the redevelopment of the site. It is not anticipated that redevelopment of the site will increase stormwater runoff. The site is located in the western portion of the Fremont between Interstate 880 and the Bay. The proximity of the Bay may have a significant effect in the event of a catastrophic event, although unlikely.

Best Management Practices for stormwater pollution prevention are intended to achieve compliance with the goals of the Alameda County Urban Storm Water Runoff Program in conformance with the Federal National Pollutant Discharge Elimination System (NPDES) program established by the Clean Water Act. This will reduce potential impacts it insignificant levels. [Source: #2,3,11,C]

Mitigation: All five existing groundwater wells must be sampled quarterly for the appropriate constituents of concern. MW-1 and LF-2, LF-3, and LF-4 shall be sampled for petroleum hydrocarbons, chlorinated VOCs and arsenic. MW-5 shall be sampled for chlorinated VOCs. However, site development may occur simultaneously with sampling activities provided that strategic monitoring objectives continue to be met; that existing wells are maintained or destroyed/replaced according to the provisions of the Well Ordinance; and, development does not preclude the opportunity for further investigation and/or remediation of soil or groundwater contaminants in MW-5 until ACWD determines that no further investigation is needed.

The results of groundwater monitoring and any other information relevant to the investigation and clean-up of the site shall be included in the quarterly reports submitted according to the previously determined schedule, the fifteenth day of the first month of every calendar quarter, (i.e. April 15, 2005, July 15, 2005, October 15, 2005, etc.). Additional investigative work and/or remedial actions could be required for MW-5 to determine the extent of TCE, depending on the results of monitoring over the next one or more quarters. All groundwater sampling, site investigations and quarterly reports shall be conducted by a qualified consultant with the appropriate registration.

Standard water pollution and erosion control measures following Best Management Practices (BMPs) will be implemented to prevent runoff and sedimentation from entering the storm drain system. The project shall achieve compliance with the Alameda County Urban Storm Water Runoff Program, in conformity with the Federal National Pollutant Discharge Elimination System (NPDES) program established by the Clean Water Act. The project developer will be required to submit a statement of Best Management Practices describing measures to included as part of the project.

IX. LAND USE AND PLANNING - Would the project:

a.	Physically divide an established community?				X
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Comment: The project is a request for a General Plan Amendment to change the land use designation of the site from General Industrial with Commercial Overlay to High Volume Retail. The change of land use is needed to accommodate the proposed development and specific uses. The elements of the project will be evaluated against and be consistent with the new General Plan designation. The project will not physically

ISSUES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

divide an established community or be in conflict with a habitat or natural community conservation plan. [Source: #1,2,3]

X. **MINERAL RESOURCES** – Would the project:

a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b.	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Comment: Implementation of the project does not conflict with any adopted mineral resource plans. There is no evidence that the project will result in the loss of availability of any mineral resources. Since there would be no wasteful or inefficient use of mineral resources, the impact would be less than significant. Therefore, no mitigation measures are required. [Source: #11]

XI. **NOISE** -- Would the project result in:

a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				X
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				X
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				X
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

Comment: The proposed project is located in a developed urban area near existing commercial and light industrial uses. There is no evidence that noise levels would be significantly increased or cause an impact to adjacent properties. Residential uses are not located within the vicinity of the project site, and there is no evidence that people visiting the project site would be exposed to noise levels in excess of the standards established by the General Plan. To further ensure this, construction hours will be limited to Monday-Friday 7am to 7 pm and Saturday and Sunday 8am to 6pm. No mitigation is required. [Source: #12]

XII. **POPULATION AND HOUSING** -- Would the project:

a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c.	Displace substantial numbers of people, necessitating the				X

ISSUES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
construction of replacement housing elsewhere?				

Comment: The proposed project does not include residential uses nor is it proposed on a site that has existing residential uses. The project is not anticipated to alter the location, distribution, density or growth rate of human populations. The proposed project will not have any impact on existing housing stock. Therefore, no mitigation is required. [Source: #1,2,3,4]

XIII. PUBLIC SERVICES

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	Fire protection?			X	
	Police protection?			X	
	Schools?				X
	Parks?				X
	Other public facilities?				X

Comment: Because the project site contains existing commercial uses, it is not anticipated that redevelopment of the site would cause a significant burden on public services, although demand is expected to slightly increase. The project will be required to comply with all conditions of the Police and Fire Department, including fire alarm and suppression systems in all new buildings. The project is not anticipated to create a demand or impact local schools and/or park facilities. Therefore, no mitigation is required. [Source: #13]

XIV. RECREATION

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Comment: The project site is not located near park facilities, nor does it contain uses that would rely upon recreational facilities. The proposed project will have no significant impact on neighborhood or regional parks, and will not affect existing recreational opportunities. Because of no negative impacts, no mitigation measures are required. [Source, #16,17].

XV. TRANSPORTATION/TRAFFIC -- Would the project:

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?		X		
b.	Exceed, either individually or cumulatively, a level of service standard established by the county congestion management		X		

ISSUES:		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	agency for designated roads or highways?				
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e.	Result in inadequate emergency access?				X
f.	Result in inadequate parking capacity?			X	
g.	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

Comments: This project is a request for a General Plan Amendment involving land use changes involving a large scale project, approximately 440,000 square feet of commercial space. It will be submitted to the Alameda County Congestion Management Agency (ACCMA) for review to determine if implementation of the proposal would create an impact on the regional transportation network.

A Traffic Impact Analysis was conducted for this project that evaluated all existing and future uses in the project vicinity. The Traffic Impact Analysis assessed the project under two scenarios. Scenario 1 consists of 526,000 square feet of shopping center space, 127,000 square feet of freestanding discount store space, on an adjacent parcel, and 2,000 square feet of quality restaurants. Scenario 2 consists of 536,550 square feet of shopping center space, 125,500 square feet of freestanding discount store space, on an adjacent parcel, 2,000 square feet of quality restaurants, a 300-seat banquet hall and a 200 seat amphitheater. Access to the site is provided via Stevenson Boulevard, Albrae Street and Encyclopedia Circle.

The potential impacts of the project were evaluated in accordance with the standards set forth by the City of the Fremont and the Alameda County Congestion Management Program (CMP). The study included an analysis of weekday PM and Saturday midday peak-hour traffic conditions for four signalized intersections and 2 unsignalized intersections.

Project Trip Generation: The magnitude of traffic generated by the proposed project was estimated by applying applicable trip generation rates to the size of the development. The trip generation rates used for the proposed project are based on those published in the Institute of Transportation Engineers (ITE) manual entitled Trip Generation, Seventh Edition.

Under Scenario 1, the project would generate 1,206 net primary trips during the PM peak hour and 1,619 net primary trips during the Saturday midday peak hour. In addition to the primary trips, the shopping center, freestanding discount, and restaurant space for this project are estimated to attract 402 pass-by trips during the PM peak hour and 540 pass-by trips during the Saturday midday peak hour.

Under Scenario 2, the project would generate 1,229 net primary trips during the PM peak hour and 1,650 net primary trips during the Saturday midday peak hour. In addition to the primary trips, the shopping center, freestanding discount, and restaurant space for this project are estimated to attract 410 pass-by trips during the PM peak hour and 550 pass-by trips during the Saturday midday peak hour.

The trip distribution pattern for the proposed project was estimated based on existing travel patterns in the area and the locations of complementary land uses.

Project Impacts: Project conditions are defined as background conditions plus traffic generated by the proposed project. Project intersection impacts are determined based on the difference between background and project conditions. Under both project scenarios, most of the signalized intersections would operate at LOS D or better during the weekday PM and Saturday midday peak hours. However, the

intersection of Albrae Street/Stevenson Boulevard would operate at LOS F under both project scenarios during the weekday PM and Saturday midday peak hours. The unsignalized intersection at Main Street/Stevenson Boulevard would operate at LOS D during the Saturday midday peak hour and LOS F during weekday PM peak hour. [Source: #9, A]

Mitigation: The mitigation measures are provided as described in the Traffic Impact Analysis prepared by Hexagon Transportation Consultants dated March 28, 2005. The proposed project would result in dramatic traffic increases around the project site. Several mitigation measures are needed to improve the project traffic and parking conditions. With regard to overall site access and adjacent street operations, even with the required measures, there will be considerable traffic congestion in the area as a result of project conditions. High traffic volumes on Albrae Street will contribute to site access problems for northbound and southbound vehicles. The project would have a significant impact on the weekday PM and Saturday midday peak hour levels of service at the intersection of Albrae Street and Stevenson Boulevard. However, even with these requirements, there is likely to be considerable traffic congestion around the project under Scenarios 1 or 2.

Mitigation Summary

1. **Left Turn Pockets.** Because the recommended project mitigation would result in a significant redistribution of traffic volumes in and around the project site, a queuing analysis was performed at the study locations under mitigated conditions. To accommodate the 95th percentile design queues, the following would be necessary:

- The two westbound left-turn lanes at Albrae Street and Stevenson Boulevard would need to accommodate 36 vehicles under scenario 1, requiring 900 feet of storage, and 37 vehicles under scenario 2, requiring 925 feet of storage. The existing storage space is approximately 460 feet total.

- The northbound left-turn lane at Albrae Street and Stevenson Boulevard would need to accommodate 16 vehicles under scenario 1, requiring 400 feet of storage, and 17 vehicles under scenario 2, requiring 425 feet of storage. The existing storage space as striped is approximately 325 feet.

2. **Albrae Street/Stevenson Boulevard -** An additional northbound left-turn lane would be needed. In the eastbound direction, the addition of one right turn lane would be needed. With these measures, the LOS at the Albrae Street/Stevenson Boulevard intersection would improve to LOS D during the PM and Saturday midday peak hours.

3. **Main Street/Stevenson Boulevard -** The intersection of Main Street/Stevenson Boulevard would need to be signalized. This would allow for 40% of the project trips from the westbound left turn at Albrae Street/Stevenson Boulevard to be diverted to the westbound left at Main Street/Stevenson Boulevard. This is a reasonable assumption since over 60% of the project trips are generated from site 1. With these improvements, the Main Street/Stevenson Boulevard intersection would operate at LOS B during the PM and Saturday midday peak hours.

4. **Signal Interconnect on Stevenson Boulevard -** Due to the proximity of the two proposed new traffic signals (Stevenson Boulevard/Main street and Albrae Street/Main Driveway) to the existing traffic signal system network, a signal interconnect would be needed on Stevenson Boulevard between Stevenson /Boyce intersection to Stevenson/Farwell (east of Route 880 interchange). A signal interconnect on Albrae Street between Stevenson intersection and Albrae Street/Main Driveway would also be needed as well as a controller upgrade at the affected intersections of Stevenson/Cedar and Stevenson/Albrae. The development of a signal timing plan should be implemented to coordinate the traffic signals adjacent to the project frontage.

5. **Albrae Traffic Signal -** A traffic signal should be installed at the main access intersection on Albrae Street (driveway 10 and 14), and left turn lanes should be striped at all proposed driveways on Albrae

Street (except driveways 9A and 13A). Two outbound lanes on Driveways 10 and 14 should be provided.

6. **Widen Albrae Street** - Left turn access on Albrae Street at the proposed project driveways would operate at LOS F under both project scenarios. Albrae Street along the project frontage would need to be widened to accommodate two northbound lanes, two southbound lanes, and center left-turn lane.

Recommendation Summary

The following recommendations are also included as part of the traffic impact analysis. Although not required as mitigation for the project, these recommendation will be incorporated into the project to the extent feasible.

1. The project consultant recommends a more detailed operations analysis be conducted on Stevenson Boulevard and Albrae Street. This should include a simulation analysis to determine whether the left-turn storage requirements could be accommodated with the required coordinated signal timing. It may be possible, using signal timing modifications, to develop more cost effective improvements for the project.

2. The proposed project would result in an increased demand for transit service to/from the site. To accommodate this demand, it is recommended that the City of Fremont, AC Transit, and the project applicant, coordinate efforts to increase bus access to the site.

3. In Scenario 1, driveway 9A and 13A would need to be relocated further south or restricted to right turns only due to its proximity to the Albrae Street/Stevenson Boulevard intersection.

4. The Stevenson Boulevard driveway immediately west of the Albrae Street/Stevenson Boulevard intersection should be closed (driveway 8).

5. The driveways on Encyclopedia Circle should be checked for alignment with the existing driveways across the street. Due to low traffic volumes, one or two driveways may be eliminated.

6. Based on the anticipated traffic volumes, the Main Street/Stevenson Boulevard entrance, driveway 7, should have a minimum storage of 100 feet (4 vehicles) with two outbound lanes. Driveways 10 and 14 should have a minimum storage of 75 feet (3 vehicles) with two outbound lanes. Driveways 1 – 5 should have a minimum storage of 25 feet. All other driveways should have minimum storage of 50 feet (2 vehicles).

7. All two-lane driveways should be a minimum of 24 feet wide with a minimum of 16-foot curb radii, per City of Fremont criteria. The two-lane driveways on Albrae Street should be a minimum of 30 feet wide due to heavy traffic volume. All three-lane driveways should be a minimum of 42 feet wide.

8. The landscaping is not shown on the current plan. Generally, landscaping and parking should not conflict with a driver's ability to locate a gap in traffic. Adequate corner sight distance (sight distance triangles) should be provided at all site driveways in accordance with Caltrans standards. Sight distance triangles should be measured approximately 10 feet back from the traveled way. Sight distance requirements vary depending on the roadway speeds. For Stevenson Boulevard, the sight distance requirement is 426 feet (i.e. a driver from a driveway must be able to see 426 feet down Stevenson Boulevard in order to safely complete a turn). For Albrae Street and Encyclopedia Circle, the sight distance requirement is 295 feet.

9. All locations where dead-end aisles are provided should be dedicated for private use, or the dead-end aisle should be eliminated.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

10. The Main Street roadway should be designed so that it runs from Main Street/Stevenson Boulevard to the south end of the project site. There should be no end-aisle circulation off this roadway. This would encourage vehicles to use the signal at Main Street and Stevenson Boulevard. This is necessary to improve the LOS at the intersection Albrae Street and Stevenson Boulevard and provide a viable alternative to accessing Site 1 via Albrae Street.

11. Truck routes should be drawn to and from loading docks within the project sites.

12. Scenario 1 does not satisfy the total minimum on-site parking requirements. Provide 40 additional parking spaces.

Incorporation of the identified mitigation measures and recommendations from the traffic impact analysis will result in reducing potential transportation impacts to a less than significant level. [Source: 1,2,3,9,A,B]

XVI. **UTILITIES AND SERVICE SYSTEMS** -- Would the project:

a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
g.	Comply with federal, state, and local statutes and regulations related to solid waste?				X

Comment: All applicable utilities and services required for this project have been, or will be made available. Appropriate review of the utility systems for the project will be conducted during the Development Organization (Building Permit) review to ensure adequate capacity and facilities. The project will integrate the goals of the Alameda County Urban Runoff Clean Water Program. Implementation of these measures will reduce any potential impact to insignificant levels. [Source #13]

XVII. **MANDATORY FINDINGS Of SIGNIFICANCE** –

a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X
b.	Does the project have impacts that are individually limited,	X			

ISSUES:		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	X			

Comment: The project is a request for a General Plan Amendment to change the land use designation of the site from General Industrial with Commercial Overlay to High Volume Retail in order to construct approximately 525,000 square feet of regionally oriented, internationally themed retail and commercial uses. The project site is currently developed with existing commercial buildings, warehouse buildings and vacant commercial buildings.

The proposed project could result in potential significant impacts to the environment in regards to Air Quality, Hazards & Hazardous Materials and Traffic/Transportation. Mitigation measures have been identified to address impacts from Hazards & Hazardous Materials and Traffic/Transportation. In consideration of the cumulative effects of this project with other known projects in the area, it appears that cumulative traffic/transportation impacts could be greater than what was identified in the traffic impact analysis. However, it appears that air quality impacts cannot be adequately mitigated at this time. Further evaluation is needed to identify the specific impacts from air quality and the appropriate mitigation, if any.

One other known project has been identified in the area and is referred to as the NewPark Mall Expansion. The proposed project consists of a new 20-screen theater addition, approximately 23,000 square feet of restaurants and approximately 2,700 square feet of new retail space. A Focused EIR has been prepared for this project and has identified Traffic/Transportation and Air Quality as potentially significant impacts. Regional and cumulative air quality impacts have been identified as a significant and unavoidable impact.

XVIII. Earlier Analyses:

a. Earlier Analyses Used: n/a

b. Impacts Adequately Addressed: No

c. Mitigation Measures:

1. **Mitigation:** The following mitigation measures will be required to address groundwater monitoring and contaminated soils located on site.

Ground Water Monitoring – All five existing groundwater wells must be sampled quarterly for the appropriate constituents of concern. MW-1 and LF-2, LF-3, and LF-4 shall be sampled for petroleum hydrocarbons, chlorinated VOCs and arsenic. MW-5 shall be sampled for chlorinated VOCs. However, site development may occur simultaneously with sampling activities provided that strategic monitoring objectives continue to be met; that existing wells are maintained or destroyed/replaced according to the provisions of the Well Ordinance; and, development does not preclude the opportunity for further investigation and/or remediation of soil or groundwater contaminants in MW-5 until ACWD determines that no further investigation is needed.

The results of groundwater monitoring and any other information relevant to the investigation and clean-up of the site shall be included in the quarterly reports submitted according to the previously determined schedule, the fifteenth day of the first month of every calendar quarter, (i.e. April 15, 2005, July 15, 2005, October 15, 2005, etc.). Additional investigative work and/or remedial actions could be required for MW-5 to determine the extent of TCE, depending on the results of monitoring over the next one or more quarters. All groundwater sampling, site investigations and quarterly reports shall be conducted by a qualified consultant with the appropriate registration.

Soil Contamination – A soil mitigation plan and/or corrective action plan shall be prepared to detail the excavation activities needed to clear the site of all contaminated soil. This plan shall be submitted to the Fremont Fire Department and Development and Environmental Services Department for review and approval. Building permits for the proposed development shall not be issued until this plan is reviewed and approved. Excavation and clean-up activities may occur at any time prior to or during the development of the site.

Any changes to the proposed remediation plan, either groundwater or soil, will be subject to further review and approval by the respective lead agency (ACWD, Fremont Fire Department, or the Department of Toxic Substance Control).

2. **Mitigation:** Standard water pollution and erosion control measures following Best Management Practices (BMPs) will be implemented to prevent runoff and sedimentation from entering the storm drain system. The project shall achieve compliance with the Alameda County Urban Storm Water Runoff Program, in conformity with the Federal National Pollutant Discharge Elimination System (NPDES) program established by the Clean Water Act. The project developer will be required to submit a statement of Best Management Practices describing measures to included as part of the project.

3. **Mitigation:** The mitigation measures are provided as described in the Traffic Impact Analysis prepared by Hexagon Transportation Consultants dated March 28, 2005. The proposed project would result in dramatic traffic increases around the project site. Several mitigation measures are needed to improve the project traffic and parking conditions. With regard to overall site access and adjacent street operations, even with the required measures, there will be considerable traffic congestion in the area as a result of project conditions. High traffic volumes on Albrae Street will contribute to site access problems for northbound and southbound vehicles. The project would have a significant impact on the weekday PM and Saturday midday peak hour levels of service at the intersection of Albrae Street and Stevenson Boulevard. However, even with these requirements, there is likely to be considerable traffic congestion around the project under Scenarios 1 or 2.

Mitigation Summary

1. **Left Turn Pockets.** Because the recommended project mitigation would result in a significant redistribution of traffic volumes in and around the project site, a queuing analysis was performed at the study locations under mitigated conditions. To accommodate the 95th percentile design queues, the following would be necessary:

- The two westbound left-turn lanes at Albrae Street and Stevenson Boulevard would need to accommodate 36 vehicles under scenario 1, requiring 900 feet of storage, and 37 vehicles under scenario 2, requiring 925 feet of storage. The existing storage space is approximately 460 feet total.

- The northbound left-turn lane at Albrae Street and Stevenson Boulevard would need to accommodate 16 vehicles under scenario 1, requiring 400 feet of storage, and 17 vehicles under scenario 2, requiring 425 feet of storage. The existing storage space as striped is approximately 325 feet.

2. **Albrae Street/Stevenson Boulevard** - An additional northbound left-turn lane would be needed. In the eastbound direction, the addition of one right turn lane would be needed. With these measures, the LOS at the Albrae Street/Stevenson Boulevard intersection would improve to LOS D during the PM and Saturday midday peak hours.

3. **Main Street/Stevenson Boulevard** - The intersection of Main Street/Stevenson Boulevard would need to be signalized. This would allow for 40% of the project trips from the westbound left turn at Albrae Street/Stevenson Boulevard to be diverted to the westbound left at Main Street/Stevenson Boulevard. This is a reasonable assumption since over 60% of the project trips are generated from site 1. With these improvements, the Main Street/Stevenson Boulevard intersection would operate at LOS B during the PM and Saturday midday peak hours.

4. **Signal Interconnect on Stevenson Boulevard** - Due to the proximity of the two proposed new traffic signals (Stevenson Boulevard/Main street and Albrae Street/Main Driveway) to the existing traffic signal system network, a signal interconnect would be needed on Stevenson Boulevard between Stevenson /Boyce intersection to Stevenson/Farwell (east of Route 880 interchange). A signal interconnect on Albrae Street between Stevenson intersection and Albrae Street/Main Driveway would also be needed as well as a controller upgrade at the affected intersections of Stevenson/Cedar and Stevenson/Albrae. The development of a signal timing plan should be implemented to coordinate the traffic signals adjacent to the project frontage.

5. **Albrae Traffic Signal** - A traffic signal should be installed at the main access intersection on Albrae Street (driveway 10 and 14), and left turn lanes should be striped at all proposed driveways on Albrae Street (except driveways 9A and 13A). Two outbound lanes on Driveways 10 and 14 should be provided.

6. **Widen Albrae Street** - Left turn access on Albrae Street at the proposed project driveways would operate at LOS F under both project scenarios. Albrae Street along the project frontage would need to be widened to accommodate two northbound lanes, two southbound lanes, and center left-turn lane.

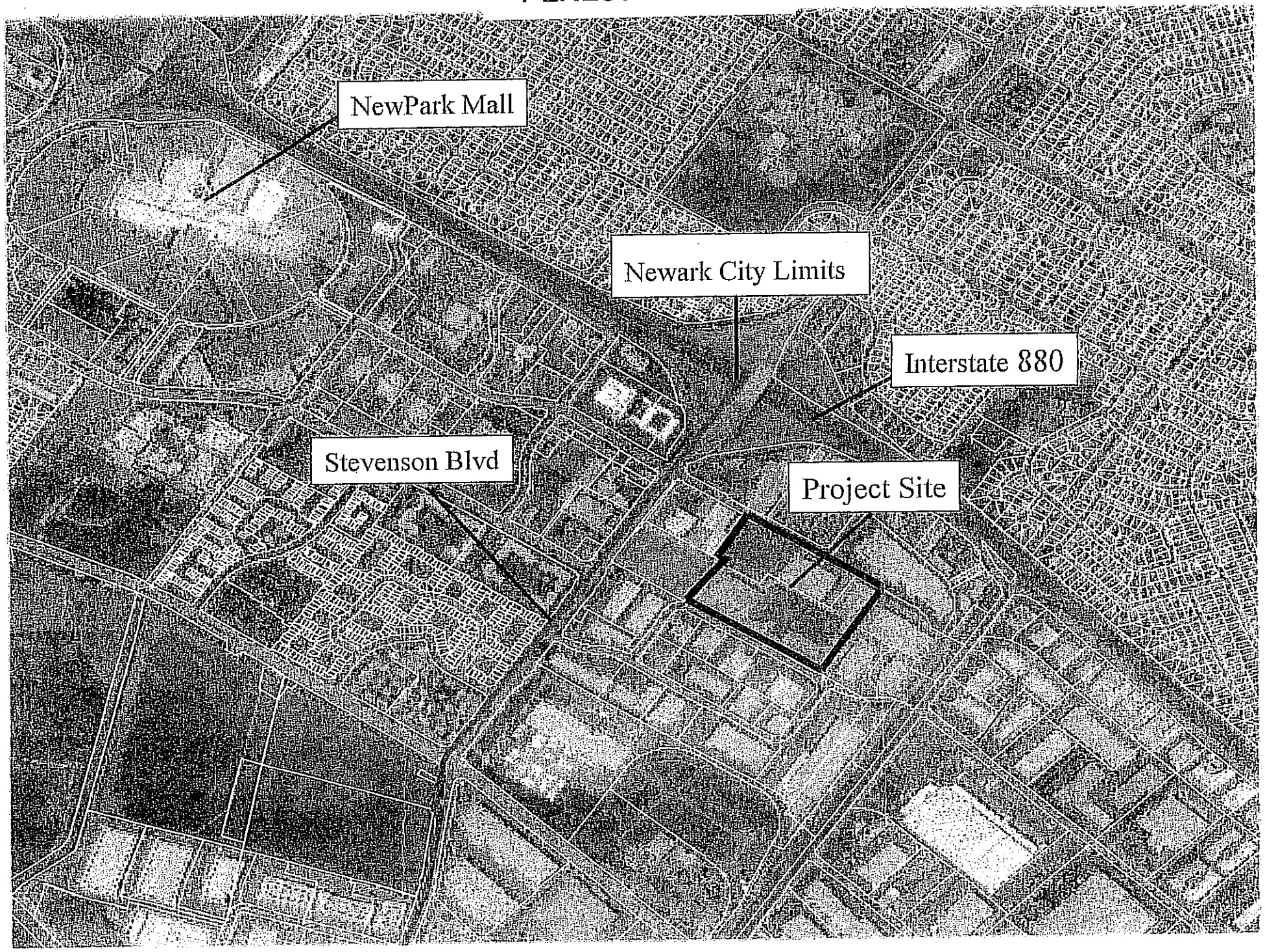
GENERAL SOURCE REFERENCES:

1. City of Fremont General Plan (Land Use Chapter Text and Maps).
2. City of Fremont Zoning Ordinance and Maps.
3. Existing land use.
4. City of Fremont General Plan (Housing Chapter;).
5. Alquist-Priolo Earthquake Fault Zoning Act and City of Fremont General Plan (Health and Safety Chapter).
6. City of Fremont General Plan (Health and Safety Chapter).
7. National Pollutant Discharge Elimination System (NPDES).
8. Flood Insurance Rate Map and City of Fremont General Plan (Health and Safety Chapter).
9. City of Fremont General Plan (Transportation Chapter).
10. City of Fremont Natural Resources, General Plan Chapter [Biological resources, including Physical Zones, habitat zones (i.e., Tidal mudflat, wetland, low land, hill, grass land, etc), Unique Natural Areas (i.e., quarries, percolation ponds, etc.)].
11. City of Fremont General Plan (Natural Resources Chapter).
12. City of Fremont General Plan (Health and Safety Chapter, subsection Noise).
13. City of Fremont General Plan (Public Facilities Chapter).
14. City of Fremont General Plan (Natural Resources Chapter, subsection Scenic and Visual).
15. City of Fremont General Plan (Cultural Resources Chapter).
16. City of Fremont General Plan (Park and Recreation Chapter).
17. City of Fremont General Plan (Open Space Chapter).
18. Hazardous Waste & Substances Sites List, consolidated by the State Department of Toxic Substances Control, Office of Environmental Information Management, dated April 1998, by Ca./EPA, pursuant to Government Code Section 65962.5.
19. Interim Development Policy for the Mission Peak Landslide Area, adopted by the City Council on February 16, 1999.
20. City of Fremont Agricultural Preserves Lands Under Contract (Map and List).

PROJECT RELATED REFERENCES:

A. 6000 Stevenson Boulevard Redevelopment, Transportation Impact Analysis, Hexagon Transportation Consultants, March 2005.
B. NewPark Mall Expansion, Draft EIR, Jerry Haag, December 2004.
C. NewPark Mall Expansion, Final EIR, Jerry Haag, February 2005.
D. Alameda County Water District, Status Letter to Dale Sobek, March 1, 2005.
E. Soil Sampling and Analysis Report for 6000 Stevenson Boulevard, PSI Consultants, March 4, 2005.

PLN2005-00061



STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Arnold
Schwarzenegger
Governor

Sean Walsh
Director

Notice of Preparation

April 27, 2005

To: Reviewing Agencies

Re: The Globe General Plan Amendment, an Internationally Themed Retail, Restaurant and Entertainment Destination
SCH# 2005042146

Attached for your review and comment is the Notice of Preparation (NOP) for the The Globe General Plan Amendment, an Internationally Themed Retail, Restaurant and Entertainment Destination draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Scott Ruhland
City of Fremont
39550 Liberty Street
P.O. Box 5006
Fremont, CA 94537-5006

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

Document Details Report
State Clearinghouse Data Base

SCH#	2005042146
Project Title	The Globe General Plan Amendment, an Internationally Themed Retail, Restaurant and Entertainment Destination
Lead Agency	Fremont, City of
Type	NOP Notice of Preparation
Description	The project is a request for a General Plan Amendment to change the land use designation of the project site from General Industrial with Commercial Overlay to High Volume Retail in order to develop approximately 440,000 sf of regionally oriented, internationally themed retail and commercial uses. The project site is currently developed with existing commercial buildings, vacant warehouse buildings and vacant commercial buildings.

Lead Agency Contact

Name	Scott Ruhland		
Agency	City of Fremont		
Phone	(510) 494-4453	*Fax*	
email	sruhland@ci.fremont.ca.us		
Address	39550 Liberty Street P.O. Box 5006		
City	Fremont	*State* CA *Zip*	94537-5006

Project Location

County	Alameda
City	Fremont
Region	
Cross Streets	6000 Stevenson Boulevard near intersection with Albrae Street
Parcel No.	
Township	*Range* *Section* *Base*

Proximity to:

Highways	
Airports	
Railways	
Waterways	San Francisco Bay
Schools	
Land Use	The project site is currently developed with existing commercial buildings, vacant warehouse buildings and vacant commercial buildings.

Project Issues	Air Quality; Toxic/Hazardous; Traffic/Circulation
Reviewing Agencies	Resources Agency; Regional Water Quality Control Board, Region 2; Department of Parks and Recreation; Native American Heritage Commission; Department of Fish and Game, Region 3; Department of Water Resources; California Highway Patrol; Caltrans, District 4; Department of Toxic Substances Control

Date Received 04/27/2005 *Start of Review* 04/27/2005 *End of Review* 05/26/2005

NOP Distribution List

County: Alameda SCH# 2005042140

Resources Agency

- [x] Resources Agency
  Nadell Gayou
- [ ] Dept. of Boating & Waterways
  David Johnson
- [ ] California Coastal Commission
  Elizabeth A. Fuchs
- [ ] Colorado River Board
  Gerald R. Zimmerman
- [ ] Dept. of Conservation
  Roseanne Taylor
- [ ] California Energy Commission
  Environmental Office
- [ ] Dept. of Forestry & Fire Protection
  Allen Robertson
- [ ] Office of Historic Preservation
  Wayne Donaldson
- [x] Dept of Parks & Recreation
  B. Noah Tilghman
  Environmental Stewardship Section
- [ ] Reclamation Board
  DeeDee Jones
- [ ] Santa Monica Mountains Conservancy
  Paul Edelman
- [ ] S.F. Bay Conservation & Dev't. Comm.
  Steve McAdam
- [x] Dept. of Water Resources
  Resources Agency
  Nadell Gayou

Fish and Game

- [ ] Depart. of Fish & Game
  Scott Flint
  Environmental Services Division
- [ ] Fish & Game Region 1
  Donald Koch
- [ ] Fish & Game Region 2
  Banky Curtis
- [x] Fish & Game Region 3
  Robert Floerke
- [ ] Fish & Game Region 4
  William Laudermilk
- [ ] Fish & Game Region 5
  Don Chadwick
  Habitat Conservation Program
- [ ] Fish & Game Region 6
  Gabrina Gatchel
  Habitat Conservation Program
- [ ] Fish & Game Region 6 I/M
  Tammy Allen
  Inyo/Mono, Habitat Conservation Program
- [ ] Dept. of Fish & Game M
  George Isaac
  Marine Region

Other Departments

- [ ] Food & Agriculture
  Steve Shaffer
  Dept. of Food and Agriculture
- [ ] Depart. of General Services
  Public School Construction
- [ ] Dept. of General Services
  Robert Sleppy
  Environmental Services Section
- [ ] Dept. of Health Services
  Veronica Rameriz
  Dept. of Health/Drinking Water

Independent Commissions,Boards

- [ ] Coachella Valley Mountains Conservancy
- [ ] Delta Protection Commission
  Debby Eddy
- [ ] Office of Emergency Services
  Dennis Castrillo
- [ ] Governor's Office of Planning & Research
  State Clearinghouse
- [x] Native American Heritage Comm.
  Debbie Treadway
- [ ] Public Utilities Commission
  Ken Lewis
- [ ] San Gabriel & Lower LA Rivers
- [ ] San Joaquin River Conservancy
- [ ] State Lands Commission
  Jean Sarino
- [ ] Tahoe Regional Planning Agency (TRPA)
  Cherry Jacques

Business, Trans & Housing

- [ ] Caltrans - Division of Aeronautics
  Sandy Hesnard
- [ ] Caltrans - Planning
  Terri Pencovic
- [x] California Highway Patrol
  John Olejnik
  Office of Special Projects
- [ ] Housing & Community Development
  Lisa Nichols
  Housing Policy Division

Dept. of Transportation

- [ ] Caltrans, District 1
  Mike Eagan
- [ ] Caltrans, District 2
  Don Anderson
- [ ] Caltrans, District 3
  Jeff Pulverman
- [x] Caltrans, District 4
  Tim Sable
- [ ] Caltrans, District 5
  David Murray
- [ ] Caltrans, District 6
  Marc Birnbaum
- [ ] Caltrans, District 7
  Cheryl J. Powell
- [ ] Caltrans, District 8
  John Pagano
- [ ] Caltrans, District 9
  Gayle Rosander
- [ ] Caltrans, District 10
  Tom Dumas
- [ ] Caltrans, District 11
  Mario Orso
- [ ] Caltrans, District 12
  Bob Joseph

Cal EPA

Air Resources Board

- [ ] Airport Projects
  Jim Lerner
- [ ] Transportation Projects
  Kurt Karperos
- [ ] Industrial Projects
  Mike Tollstrup

- [ ] California Integrated Waste Management Board
  Sue O'Leary
- [ ] State Water Resources Control Board
  Jim Hockenberry
  Division of Financial Assistance
- [ ] State Water Resources Control Board
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- [ ] State Water Resouces Control Board
  Steven Herrera
  Division of Water Rights
- [x] Dept. of Toxic Substances Control
  CEQA Tracking Center
- [ ] Department of Pesticide Regulation

Regional Water Quality Control Board (RWQCB)

- [ ] RWQCB 1
  Cathleen Hudson
  North Coast Region (1)
- [x] RWQCB 2
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- [ ] RWQCB 3
  Central Coast Region (3)
- [ ] RWQCB 4
  Jonathan Bishop
  Los Angeles Region (4)
- [ ] RWQCB 5S
  Central Valley Region (5)
  - [ ] RWQCB 5F
    Central Valley Region (5)
    Fresno Branch Office
  - [ ] RWQCB 5R
    Central Valley Region (5)
    Redding Branch Office
- [ ] RWQCB 6
  Lahontan Region (6)
  - [ ] RWQCB 6V
    Lahontan Region (6)
    Victorville Branch Office
- [ ] RWQCB 7
  Colorado River Basin Region (7)
- [ ] RWQCB 8
  Santa Ana Region (8)
- [ ] RWQCB 9
  San Diego Region (9)

- [ ] Other _____

Last Updated on 3/11/05

Department of Toxic Substances Control

Terry Tamminen
Agency Secretary
Cal/EPA

700 Heinz Avenue, Suite 200
Berkeley, California 94710-2721

Arnold Schwarzenegger
Governor

May 24, 2005

Mr. Scott Ruhland
City of Fremont
39550 Liberty Street
Fremont, CA 94537-5006

Dear Mr. Ruhland:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Globe General Plan Ammendment (the "Project") (SCH# 2005042146). As you may be aware, the California Department of Toxic Substances Control (DTSC) oversees the cleanup of sites where hazardous substances have been released pursuant to the California Health and Safety Code (HSC), Division 20, Chapter 6.8. As a Resource Agency, DTSC is submitting comments to ensure that the environmental documentation prepared for this project under the California Environmental Quality Act (CEQA) adequately addresses any remediation activities pertaining to releases of hazardous substances.

1. The NOP identifies the City of Fremont as the Lead Agency for the Project. According to the NOP, the City will monitor the progress of the remediation plan being prepared for the site and consult with DTSC and other responsible agencies as appropriate.

Comment: The City of Fremont Fire Department (FFD) is a Certified Unified Program Agency (CUPA). Under the Unified Program, DTSC's hazardous waste generator program may be implemented locally by a CUPA. However, DTSC has not delegated its authority under the HSC, Division 20, Chapter 6.8 to oversee cleanups at sites where hazardous substances have been released. FFD was contacted by phone, and it indicated that DTSC and the Alameda County Water District (ACWD) are being consulted about this Project.

2. The NOP states that past environmental studies, documents and recent soil sampling reports have determined the extent of the contamination.

Comment: Land use history and results of site investigations were not included with the NOP. However, the DTSC file on the Project site, which contains documents up to 1997, indicates that past operations included a polyurethane foam manufacturer, an oil recycler and an auto auction yard, and that there is potential for soil and groundwater contamination with hazardous substances, including PCBs, metals and volatile organic compounds. City of Fremont Planning Division provided DTSC with a 2004 report that

indicated PCB soil concentrations as high as 5.8 mg/kg, which exceeds the California Human Health Screening Levels (CHHSL) for PCBs.

If hazardous substances have been released, they will need to be addressed as part of this Project. For example, remediation activities at the Site include the need for soil excavation, the CEQA compliance document should include: (1) an assessment of air impacts and health impacts associated with the excavation activities; (2) identification of any applicable local standards which may be exceeded by the excavation activities, including dust levels and noise; (3) transportation impacts from the removal or remedial activities; and (4) risk of public upset should be there an accident at the Site.

DTSC and the Regional Water Quality Control Boards (Regional Boards) signed a Memorandum of Agreement, March 1, 2005 (MOA) aimed to avoid duplication of efforts among the agencies in the regulatory oversight of investigation and cleanup activities at brownfield sites. Under the MOA, anyone requesting oversight from DTSC or a Regional Board must submit an application to initiate the process to assign the appropriate oversight agency. The completed application and site information may be submitted to either DTSC or Regional Board office in your geographical area. The application is available at http://www.calepa.ca.gov/brownfields/MOA/application.pdf.

If you have any questions or would like to schedule a meeting, please contact Allan Fone of my staff at (510) 540-3836. Thank you in advance for your cooperation in this matter.

Sincerely,

Denise M. Tsuji, Unit Chief
Northern California - Coastal Cleanup
Operations Branch

cc: Governor's Office of Planning and Research
State Clearinghouse
P. O. Box 3044
Sacramento, CA 95812-3044

Guenther Moskat
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5505
FAX (510) 286-5513
TTY (800) 735-2929

Flex your power!
Be energy efficient!

May 26, 2005

ALA880641
SCH#2005042146

Mr. Scott Ruhland
City of Fremont
39550 Liberty Street
Fremont, CA 94537-5006

Dear Mr. Ruhland:

GLOBE GENERAL PLAN AMENDMENT – NOTICE OF PREPARATION

Thank you for including the California Department of Transportation (Department) in the early stages of the environmental review process for the Globe General Plan Amendment project. The following comments are based on the Notice of Preparation. Along with the Traffic Analysis, described below, please forward Figure 1, which is discussed in the NOP.

Traffic Analysis

Please include the information detailed below in the Traffic Study to ensure that project-related impacts to State roadway facilities are thoroughly assessed. We encourage the City to coordinate preparation of the study with our office, and we would appreciate the opportunity to review the scope of work. The Department's *"Guide for the Preparation of Traffic Impact Studies"* should be reviewed prior to initiating any traffic analysis for the project; it is available at the following website:
http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf

The Traffic Study should include:

1. Site plan clearly showing project access in relation to nearby state roadways. Ingress and egress for all project components should be clearly identified. State right-of-way (ROW) should be clearly identified.

2. Project-related trip generation, distribution, and assignment. The assumptions and methodologies used to develop this information should be detailed in the study, and should be supported with appropriate documentation.

3. Average Daily Traffic, AM and PM peak hour volumes and levels of service (LOS) on all significantly affected roadways, including crossroads and controlled intersections for existing, existing plus project, cumulative and cumulative plus project scenarios. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both

existing and future, that would affect study area roadways and intersections. *The analysis should clearly identify the project's contribution to area traffic and degradation to existing and cumulative levels of service. Lastly, the Department's LOS threshold, which is the transition between LOS C and D, and is explained in detail in the Guide for Traffic Studies, should be applied to all state facilities.*

4. Schematic illustration of traffic conditions including the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics, i.e., lane configurations, for the scenarios described above.

5. The project site building potential as identified in the General Plan. The project's consistency with both the Circulation Element of the General Plan and the Alameda County Congestion Management Agency's Congestion Management Plan should be evaluated.

6. *Mitigation should be identified for any roadway mainline section or intersection with insufficient capacity to maintain an acceptable LOS with the addition of project-related and/or cumulative traffic.* The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should also be fully discussed for all proposed mitigation measures.

7. Special attention should be given to the following trip-reducing measures:
   - Encouraging mixed-use,
   - Maximizing density through offering bonuses and/or credits,
   - Coordinating with AC Transit and BART to increase transit/rail use by expanding routes and emphasizing express service to regional rail stations, and by providing bus shelters with seating at any future bus pullouts,
   - Providing transit information to all future project employees, and
   - Encouraging bicycle- and pedestrian-friendly design.

While the 2000 Highway Capacity Manual (HCM) may not be the preferred level of service methodology, it should be used for analyzing impacts to state facilities, particularly where previous analysis employing alternative methodologies has identified impacts. The residual level of service, assuming mitigation has been implemented, should also be analyzed with HCM 2000.

Encroachment Permit

Please be advised that work that encroaches onto the State ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans, clearly indicating State ROW, must be submitted to the address below. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process. See the following website link for more information:
http://www.dot.ca.gov/hq/traffops/developserv/permits/

Sean Nozzari, District Office Chief
Office of Permits
California DOT, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Please forward a copy of the environmental document, along with the Traffic Study, including Technical Appendices, and staff report; including project conditions to the address below as soon as they are available.

Patricia Maurice, Associate Transportation Planner
Office of Transit and Community Planning, Mail Station 10D
California DOT, District 4
111 Grand Avenue
Oakland, CA 94612-3717

Please feel free to call or email Patricia Maurice of my staff at (510) 622-1644 or patricia_maurice@dot.ca.gov with any questions regarding this letter.

Sincerely,

TIMOTHY C. SABLE
District Branch Chief
IGR/CEQA

c: Mr. Scott Morgan, State Clearinghouse

ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

May 26, 2005

Mr. Scott Ruhland
Associate Planner
Development and Environmental Services Department
City of Fremont
39550 Liberty Street, P.O. Box 5006
Fremont, CA 94537-5006

SUBJECT: Comments on the Notice of Preparation of a Focused Environmental Impact Report for the Globe General Plan Amendment in the City of Fremont

Dear Mr. Ruhland:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of a Focused Environmental Impact Report (FEIR) for the Globe General Plan Amendment (GPA), an internationally themed retail, restaurant and entertainment destination project in the City of Fremont. The project is located at 6000 Stevenson Boulevard, near the intersection with Albrae Street in the Industrial Planning Area. The proposed GPA would change the land use designation of the project site from General Industrial with Commercial Overlay to High Volume Retail in order to develop approximately 440,000 square feet of regionally oriented, internationally themed retail and commercial uses. The project site is currently developed with existing commercial buildings, vacant warehouse buildings and vacant buildings.

A Traffic Impact Analysis report was prepared for this project analyzing trip generation, access, circulation and parking. The report also included a separate analysis for the purpose of CMP Land Use Analysis Program.

The ACCMA respectfully submits the following comment on the above Traffic Impact Analysis report:

- Table 13 & 14- Project Scenario 1 & 2-Far Term, Pages 36 and 37: These tables show that the total increase in p.m. peak hour trips on Stevenson Blvd. between I-880 and Blacow Road, due to the proposed project, would be below 100 (29+61 or 31+65). However, Tables 11 and 12 - Peak Hour Trip Generation Scenarios-Far Term show that the project would generate a net p.m. peak hour trips of 490 under scenario 1 and 521 under scenario 2. Figure.2-Project Trip Distribution shows that Stevenson Blvd. between I-880 and Blacow Road would carry 27% of total trips

from the project site. Since 27% of 490 and/or 521 would exceed 132 trips in the p.m. peak hour, please clarify how the increase in p.m. peak hour traffic volume could be below 100 as shown in Tables 13 and 14.

Once again, thank you for the opportunity to comment. Should you have any questions or require any additional information, please do not hesitate to contact me at (510) 836-2560 ext.24.

Sincerely,

Saravana Suthanthira
Associate Transportation Planner

cc: file: CMP - Environmental Review Opinions - Responses - 2005

APPENDIX B

AIR QUALITY MODELING INFORMATION

ATTACHMENT 1

CALINE-4 MODELING

The CALINE-4 model is a fourth-generation line source air quality model that is based on the Gaussian diffusion equation and employs a mixing zone concept to characterize pollutant dispersion over the roadway. Given source strength, meteorology, site geometry and site characteristics, the model predicts pollutant concentrations for receptors located within 150 meters of the roadway. The CALINE-4 model allows roadways to be broken into multiple links that can vary in traffic volume, emission rates, height, width, etc.

A screening-level form of the CALINE-4 program was used to predict concentrations.[5] Normalized concentrations for each roadway size (2 lanes, 4 lanes, etc.) are adjusted for the two-way traffic volume and emission factor. Calculations were made for a receptor at a corner of the intersection, located at the curb. Emission factors were derived from the California Air Resources Board EMFAC7-2002 computer program based on a 2005 Bay Area vehicle mix.

The screening form of the CALINE-4 model calculates the local contribution of nearby roads to the total concentration. The other contribution is the background level attributed to more distant traffic. The 1-hour background level in 2005 was taken as 4.7 PPM and the 8-hour background concentration was taken as 2.8 PPM. These backgrounds were estimated using isopleth maps and correction factors developed by the Bay Area Air Quality Management District.

Eight-hour concentrations were obtained from the 1-hour output of the CALINE-4 model using a persistence factor of 0.7.

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[5] Bay Area Air Quality Management District, BAAQMD CEQA Guidelines, 1996 (Revised 1999).

ATTACHMENT 2

URBEMIS-2002

Estimates of regional emissions generated by project traffic were made using a program called URBEMIS-2002.[6] URBEMIS-2002 is a program that estimates the emissions that result from various land use development projects. Land use project can include residential uses such as single-family dwelling units, apartments and condominiums, and nonresidential uses such as shopping centers, office buildings, and industrial parks. URBEMIS-2002 contains default values for much of the information needed to calculate emissions. However, project-specific, user-supplied information can also be used when it is available.

Inputs to the URBEMIS-2002 program include trip generation rates, vehicle mix, average trip length by trip type and average speed. Trip generation rates for project land uses were provided by the project transportation consultant. Average trip lengths and vehicle mixes for the Bay Area were used. Average speed for all types of trips was assumed to be 30 MPH.

The URBEMIS-2002 run assumed summertime conditions with an ambient temperature of 85 degrees F.

The analysis was carried out assuming project build-out would occur by the year 2007. The URBEMIS-2002 output is attached.

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[6] Jones and Stokes Associates, Software User's Guide: URBEMIS2002 for Windows with Enhanced Construction Module, Version 7.4, May 2003.

URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\globeproject.urb
Project Name: Globe Project
Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	128.89	130.08	1,309.28	0.74	111.39

URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\globeproject.urb
Project Name: Globe Project
Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Quality restaurant	26.33	26.67	270.93	0.15	22.86
Regnl shop. center	102.56	103.41	1,038.35	0.59	88.54
TOTAL EMISSIONS (lbs/day)	128.89	130.08	1,309.28	0.74	111.39

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2007 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Quality restaurant		89.95 trips/1000 sq. ft.	50.00	4,497.50
Regnl shop. center		42.94 trips/1000 sq. ft.	412.25	17,702.02
		Sum of Total Trips		22,199.52
		Total Vehicle Miles Traveled		73,036.27

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.20	1.80	97.80	0.40
Light Truck < 3,750 lbs	15.10	3.30	94.00	2.70
Light Truck 3,751- 5,750	16.10	1.90	96.90	1.20
Med Truck 5,751- 8,500	7.10	1.40	95.80	2.80
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.40	0.00	50.00	50.00
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.70	82.40	17.60	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.20	8.30	83.30	8.40

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.8	4.6	6.1	11.8	5.0	5.0
Rural Trip Length (miles)	15.0	10.0	10.0	15.0	10.0	10.0
Trip Speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	27.3	21.2	51.5			
% of Trips - Commercial (by land use)						
Quality restaurant				8.0	4.0	88.0
Regnl shop. center				2.0	1.0	97.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2007.